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Pink Salmon Ascending Anan Creek, S.E. Alaska

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"I can always depend on Caterpillar power to go," says James A. McCall, owner of the 48½′ x 14′ x 5½′ drag boat *Verona*, working out of Eureka, California. "I've been fishing for 25 years and seen lots of boats and lots of engines. There's no doubt as far as I'm concerned. There's nothing better than a Cat Diesel for fishermen."

That's a mighty strong statement, but let's see how the *Verona's* log backs it up. Weather permitting, the *Verona* is out fishing 16 to 18 hours every day, every month of the year. And the only power aboard is her Cat D8800 Marine Engine, which drives a 42″ x 38″ wheel through 3 to 1 reduction gear. A Twin Disc power take-off runs the winches and bilge pump.

How much does it cost to operate Caterpillar Diesels? Very, very little! They burn low-cost No. 2 furnace oil without fouling, even when idling. And the occasional times they may need "fixing," there's a Caterpillar Dealer on the double to the dockside with the kind of service that cuts down-time to the minimum.

Caterpillar Diesel Marine Engines are available in 12 sizes up to 400 HP for continuous duty — 500 HP maximum. And that power is conservatively rated. When you get one for a boat, you can be sure you won't be short-changed — it will deliver *all* the power advertised *at the wheel.* Get the facts about these honest, hard-working engines from your Caterpillar Dealer.

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DIESEL MARINE
PROPULSION ENGINES
ELECTRIC SETS
POWER UNITS

PACIFIC FISHERMAN

A Miller Freeman Publication

Vol. 51 **No. 1**

JANUARY 1, 1953

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Predator and Import Control Offered as Union's Program To Cure Salmon Industry Ills

ALASKA FISHERMAN'S UNION program for cure of the ills of the Alaska salmon canning industry was set out in an interesting letter to this journal, received just at press time.

George Johansen, secretary-treasurer of the union, writing of the "adverse market conditions and the dark outlook pertaining to the Alaska canned salmon industry," says:

"We are in full agreement that some remedy must be found to correct this situation. The Alaska Fishermen's Union is interested in maintaining a constant supply of jobs in Alaska, and we have at various times offered suggestions relative to what we think should be done in order to rectify some of the troubles which now beset both the union and the industry."

Mr. Johansen writes that the union is in disagreement with the position of the Alaska Salmon Industry, Inc., "that wages and fish prices must be cut." However, careful examination of the statements of the industry in declaring the necessity of lower canned salmon costs, and in reopening all its labor contracts for negotiation, fails to show that such a position has been taken.

Alaska Fishermen's Union program for cure of the salmon fishery's ills is set forth by Mr. Johansen thus:

"In order once more to make the salmon industry a healthy one, we think two things are necessary:

"First: The volume of fish canned in Alaska must be built up. The only way to increase volume is to build up the fish runs to their former high levels. This can be done by a progressive and sensible conservation program, one which will take all the aspects concerning conservation into consideration, and not one which is merely based on shortening fishing time and gear. . . . We feel that in order to have an adequate program all factors concerning conservation must be taken into consideration, such as control of predators: seagulls, trout, beluga whales, hair seals and sea lions. We believe that the tagging program should be greatly expanded, and that a weather-eye should be kept open on the Japanese fishing along our coast so they will not be able by their tactics to nullify our efforts along the line of conservation. . . .

"Secondly: We believe that we need protection against foreign importations of fishery products. Certainly foreign interests can outsell us on our markets because most of such products are produced considerably cheaper than ours. We feel that in the past our State Department has not cooperated very much with the fishing industry and that we need some kind of protection.

"We also believe that the intention of the Alaska Salmon Industry, Inc., in advertising their products is a step in the right direction, and one which will no doubt produce results."

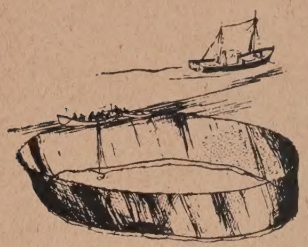
THE COVER PICTURE

The remarkable photograph on the cover of this issue was taken during the great Pink salmon run to Anan Creek in 1949 by William S. Gilbert. The solid dark mass in the lower right is fish. Note in the upper portion how the fish characteristically tend to rank themselves in parallel rows, moving upstream in roughly ordered ranks.

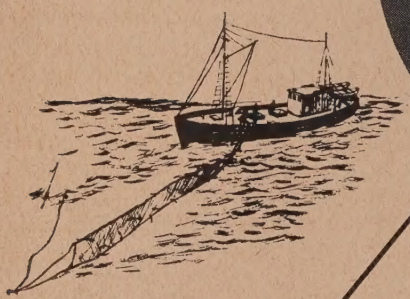
Otter Trawl Nets used on Pacific and Atlantic Coasts

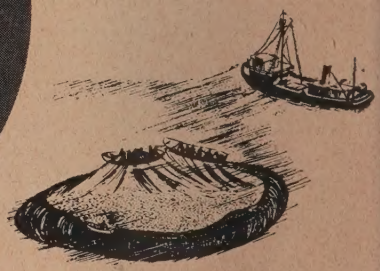
Mackerel Purse Seines used on Atlantic Coast

Pacific Coast Salmon Purse Seines



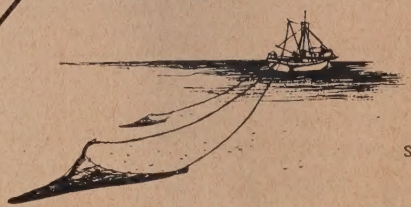
How you can cash-in on EDERER NETTING!





Menhaden Purse Seines used on East Coast

Gill Netting for use on Great Lakes, Pacific and Atlantic Coasts, made of Cotton, Linen and Nylon Netting



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For over 70 years fishermen in all waters have found from experience that Ederer Netting is practically custom built for every type of inland water and deep sea operations. You can cash in on Ederer Netting because they are made to stand up under the heaviest loads regardless of the type of commercial fishing you do . . . . It will pay you dividends to contact one of the Ederer dealers listed below . . . They are thoroughly experienced and equipped with a full stock of Ederer Netting for every type of commercial fishing.

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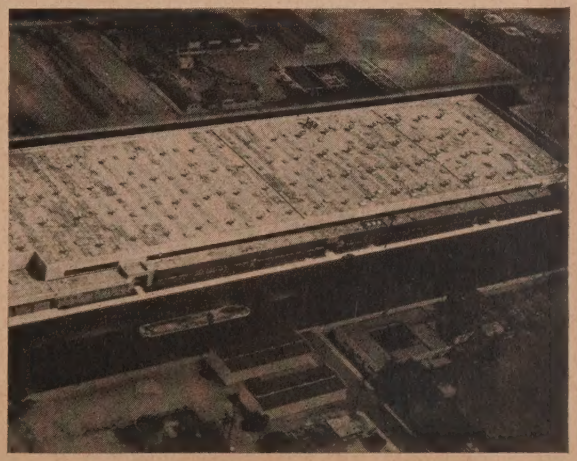

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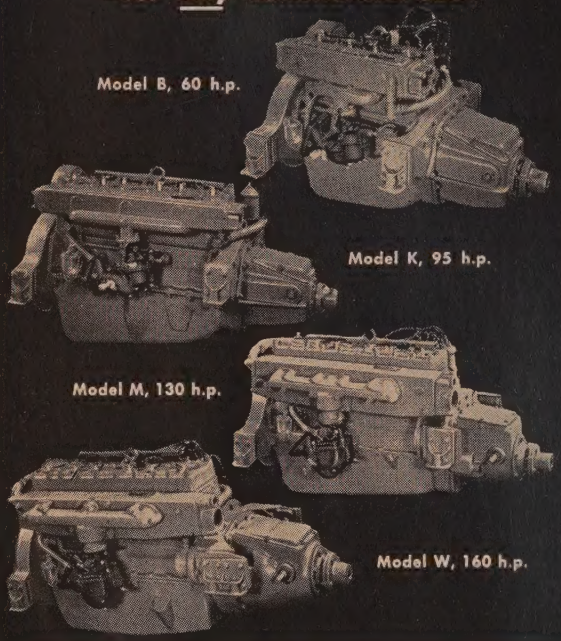

Horsepower for horsepower, you can't buy a better marine engine for smooth, dependable operation and *more* years of hard service at low upkeep cost than a compact, power-packed Chris-Craft! Read what this user says:

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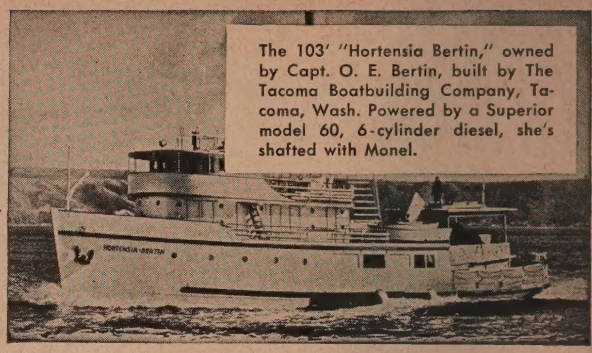

The 103' "Hortensia Bertin," owned by Capt. O. E. Bertin, built by The Tacoma Boatbuilding Company, Tacoma, Wash. Powered by a Superior model 60, 6-cylinder diesel, she's shafted with Monel.

No turn-about when she ships out!

De Fever-designed, this tuna clipper is shafted with Monel

There's no need for putting back to port when the "Hortensia Bertin" sets out for distant fishing grounds.

She was *designed* so that she could spend a year or more away from her home port; to operate in foreign waters with no other mechanical attention than her own crew can give her.

For example, she's shafted with 4¾" Monel®.

Naval architect Arthur De Fever, of San Diego 12, Cal., knows that Monel shafting can be relied upon. He has been specifying Monel for shafting and other ships' parts in the Tuna fleet for many years. And the performance records of tuna clippers, such as "Mermaid," "Viking," "Conqueror," "Cape Beverly," all show proof that Monel gives excellent service . . . that Monel "delivers the goods" without failure.

Monel is tough and stiff. It stands up and takes it when rough weather could cause metal failure. And Monel stands up against corrosive sea and harbor water. Its corrosion resistance, at sea or tied up in port, means Monel gives longer, more satisfactory service in all marine installations.

No wonder Monel has been the first choice of experienced designers, builders, fishermen, owners and operators alike, for more than 20 years.

Next time you are in the market for a new boat, or if you plan the reconditioning of an old one, specify Monel for propeller shafting, tanks, and fastenings.

Although present N.P.A. regulations prohibit use of Monel in pleasure craft, its use is permitted in vessels of the merchant marine, in workboats, and bona fide sea food fishing craft. Due to defense use of nickel alloys, it is wise to order well in advance of boatyard work schedules.

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". . . It's the SEAGOIN'® metal"

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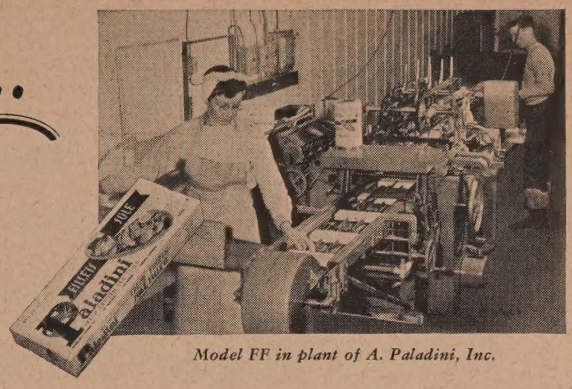
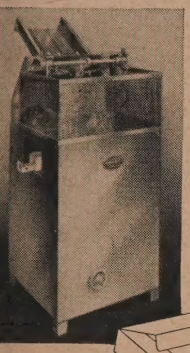
MAJOR SAVINGS in time, labor and materials are yours when you make your *own* cartons and machine-wrap your packages at high speeds . . . Our Tray-Lock Carton Former and Model FF Frozen Food Wrapping Machine provide a combination that's *outstanding for efficiency and economy.*



Model FF in plant of A. Paladini, Inc.



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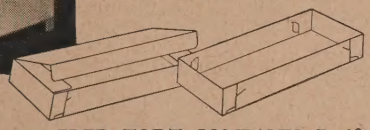

Leading Frozen Food Wrapper

The Model FF wraps over 100 packages a minute. Uses any material suitable for wrapping frozen foods. Improved in-feed prevents spilled matter entering the machine. Special spring-mounted elevator well *automatically* adjusts for slight differences in package size. An electric eye accurately locates the wrapper on the carton. Two simple hand-wheel adjustments provide complete change-over for a different size package. Superior oiling system assures easier lubrication and cleaning.

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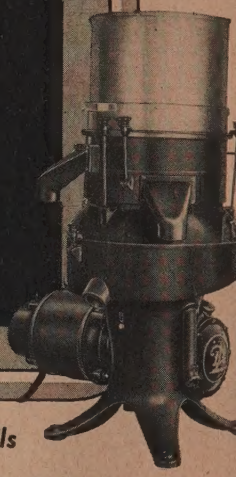

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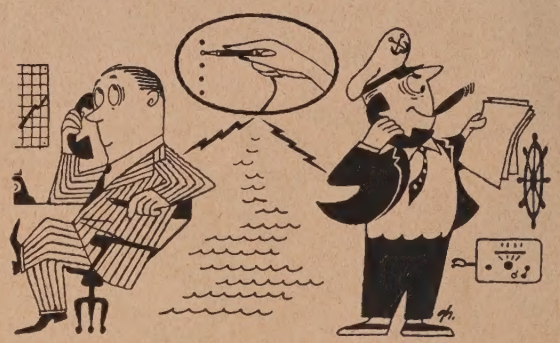

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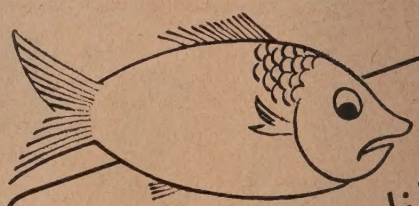

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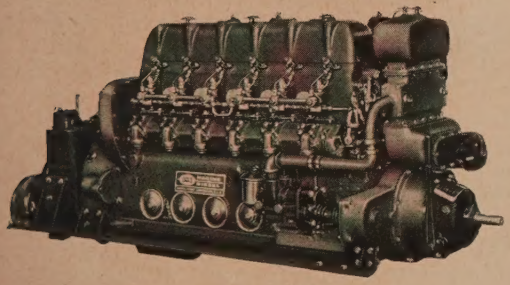
This is the torque curve for the P&H Model 687-C Diesel Engine. Note how the torque characteristics are sustained throughout its entire horsepower range.

That means steady, responsive power at all speeds — greater lugging "ability" for those toughest jobs. It's the kind of unfaltering performance that assures more profits in any service, constant or intermittent.

Steady torque for steady work is just another outstanding feature of P&H Diesel Engines — America's most advanced line. Ask your P&H Diesel representative for the full story. Or write for literature.



P&H Diesel Engines are built in 1, 2, 3, 4 and 6-cylinder models — up to 145 h.p.

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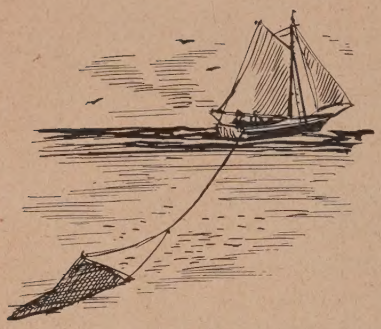
The P&H Line

Through 55 years of fisheries development
PACIFIC MARINE *has kept pace...*



TRAWLING STRICTLY "EXPERIMENTAL" IN THE '90's

"The trawls were operated near the mouth of the Columbia and off Greys Harbor with equally good success, the catch comprising large hauls of sole, flounder, orange and red rock fish and many other varieties of bottom fish. This fishery was successfully carried out during 1885. Unfortunately for the enterprising promoter of the fishery in 1886 while on a fishing trip, the vessel and its master were lost. The firm soon after gave up its business and no later attempts at beam trawl fishing on the Pacific Coast have been reported . . . With the growth of the fish business of the Pacific States, some enterprising firms may yet take advantage of these early experiments. . ."

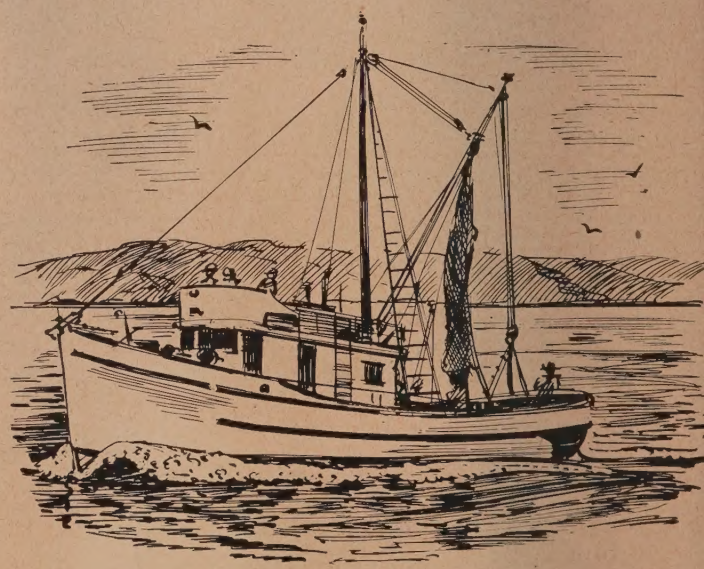
U. S. COMMISSION OF FISH AND FISHERIES REPORT 1893,
Wm. A. Wilcox

"The beam-trawl not used in America . . . although a favorite piece of apparatus with the U. S. Fish Commission for the capture of specimens. It is, however, extremely probable that at no distant day it may come into use here. . . . It is essentially a large bag net, the mouth of which is low and broad and which is dragged along the bottom behind a vessel of suitable dimensions. This is kept in shape by means of a beam of wood resting at either end of iron runners which hold it up at the proper distance from the ground and receive the friction of the bottom . . . as it is drawn along the bottom with the tide the fish are dislodged by the lead line and are met by the net extending behind the beam. As the beam trawl can only be used to advantage in the capture of flat fish and flounders, what it takes of other fishes constitutes but a small percent of the catch. With the great number of more or less desirable species of the flat fishes in our waters there is no doubt that immense catches can be made by this means."

U. S. COMMISSION OF FISH AND FISHERIES REPORT 1886,
S. F. Baird

TRAWLING "BIG BUSINESS" TODAY...

A representative trawler or "drag boat" today is about 70 feet in lengt and may approximate $75,000 to $80,000 in cost. Power ranges fro 150 to 300 hp. Its instruments almost universally include a radio, direc tion finder, radio-telephone and depth sounder. Its deck equipment in volves powered trawl winches with up to 450 fathoms of steel cable on each of two drums. Otter trawling in which the mouth of the net i held open by a "door" dominates today's trawler operation. Like othe types of Pacific Coast craft, trawlers are often equipped interchangeabl and utilized for shark, albacore or seining operations. Typical of th "maximum" in size and equipment is the steel trawler, DEEP SEA which is 140 feet long, is driven by a 1,000-hp main diesel with fou auxiliaries and is completely equipped to fillet and freeze her catch a sea. From the mere speculation of fifty years ago, trawling on the Pacifi Coast has grown to a million dollar business and employs nearly 45 craft today.



KEEPING AHEAD of the constantly changing requirements for vessel equipment, fishing gear and cannery supplies is a habit of 55 years standing with

PMS Since 1897

Pacific Marine Supply Co.

Quality Merchandise and Genuine Service

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PACIFIC FISHERMAN JANUARY 1953

"The Task Ahead Is a Tremendous One"

— Douglas McKay

GRATIFICATION marked the reaction of the Pacific fisheries to the first direct impact of the Eisenhower election upon fisheries—appointment of Governor Douglas McKay, of Oregon, as Secretary of the Interior, the office in the national government most directly affecting the nation's fish resources and fishing industry.

Governor McKay himself wrote the heading for this article when he said in a letter to *Pacific Fisherman.*

"The task ahead is a tremendous one, and I am approaching it with deep humility."

Far-Reaching Policies Yet to Be Revealed

Other effects of the Eisenhower election—some of them more fundamentally far-reaching than the choice of Secretary of the Interior—will be slower in materializing, but of the greatest importance.

In this category may be counted:

1. *Attitude of the new administration with respect to tariffs.* It is recalled that the tuna tariff was defeated last summer by a party-line vote, with the Democratic majority supporting the Administration demand for defeat of the tariff. Further, the recent rejection by the Tariff Commission of a tariff increase on tuna-in-brine was supported unanimously by the Democratic majority of that commission.

2. *The Philosophy of the Department of State with respect to fisheries,* particularly:

   (a) Is fishery on the high seas a *right;* or merely a means of producing a food commodity?

   (b) Will the United States continue to espouse the doctrine of the Three-Mile-Limit for territorial seas? If so, will we begin effectively to support the rights of American fishermen under that doctrine?

3. *Policy of the Department of Justice* with respect to application of judicial decisions relative to the legal status of (a) persons selling their own fish to buyers of their own choosing; (b) fishermen working on shares and participating in the ownership of the catch. In short; are they "employes" or "independent producers".

"RESTRICTED"

Resignations of American members of the International Fisheries Commission, the International Pacific Salmon Fisheries Commission and the Inter-American Tropical Tuna Commission were understood to have been requested by the Department of State in December.

Letters asking the resignations were marked "Restricted"—which means "secret"—and so cannot be quoted directly.

The action is without precedent in the previous history of these international commissions — whose members are appointed by the President, not the Department of State; and who hold office at the pleasure of the President, not the Secretary of State.

Why such request for resignations should be "Restricted" is decidedly obscure. National security justifying diplomatic secrecy certainly is not involved in the demand for resignatoins of members of fisheries commissions.

Whether the resignations were requested to embarrass the in-coming administration of the Department of State, or the commissioners themselves; and whether they were made with the knowledge and approval of President Truman, was not apparent.

So far as this journal could ascertain at presstime, no resignations had at that time been tendered in response to this demand.

5 Points of Fisheries' Approval of Secretary

Reaction of the Pacific fisheries to the appointment of Douglas McKay as Secretary of the Interior appears wholly favorable, with approval emphasizing these points:

1. A basic background of state government; experience in which he has felt the crushing weight and tentacles of the Federal incubus manifest by Interior under Ickes, Krug and Chapman.
2. His commitments to state and regional control of resource development in cooperation with, but without subservience to, the the Federal agencies.
3. He is a Western man with proven knowledge of the West and vision of the Pacific's future.
4. He is from a seacoast state, with a knowledge of the problems of coastal lands and coastal waters.
5. Administration of fisheries in his own state — Oregon — has been sound, intelligent, unplagued by politics, with staff morale and esprit de corps of the highest order.
6. He is a businessman—with political background and experience in political administration, true —but fundamentally a businessman.

These are the six points most often emphasized in the comments of objective observers in the fishing industry —and in each of these characteristics Governor McKay differs diametrically from his predecessors.

Interior's Alaska Policy Of Utmost Importance

Policy of the new Secretary of Interior in regard to Alaska is of the utmost importance, not alone to the fisheries, but to the entire Territory and every man and woman in it.

Interior's espousal of the Margold Doctrine early in the Ickes administration, and the acts and threats which followed as a result, have had a blighting effect upon the economy of the Territory for a dozen years.

Industries have not dared develop the Territory while the threat persisted of wholesale delivery of fantastic areas into Indian reservations. What began as a do-gooder doctrine in the thinking of the Bureau of Indian Affairs, under Ickes, Krug and Chapman was expanded into a means by which Interior could obtain dominant authority over much of Alaska's resources—authority which would persist in perpetuity, even after Alaska became a state.

Alaska will be vitally interested in the McKay policy toward Indian reservations.

DOUGLAS McKAY

Governor of Oregon, who will be Secretary of the Interior in the Eisenhower cabinet.

Pacific Northwest fisheries hope in the McKay administration of Interior to find friendlier policy when it comes to power development. As Governor of Oregon, Douglas McKay has favored full development of the region, but has shown no liking for blind development of power for power's sake, regardless of its effect upon the other resources, the recreation and the broad economy of the region.

Intelligent fish men of Oregon and Washington believe that hydro-electric development should begin in the higher tributaries of streams, and particularly those already impaired or not suitable for fish life; and that migratory fish life should—and can—be protected in any water utilization program. They expect a sympathetic response from Secretary McKay, and whoever is selected to head the Bonneville Power Administration, the Bureau of Land Management and the Bureau of Reclamation under his administration.

What Changes Will Come In Fish and Wildlife?

Some changes are to be expected in personnel as well as policy in the Fish and Wildlife Service.

Seth Gordon, at present director of the California Department of Fish and Game, is reported to be under consideration for the position of director of the Fish and Wildlife Service. An observer from the national capital reports to *Pacific Fisherman* that Mr. Gordon's candidancy has "active support of the most powerful character". As he came to his present position under Governor Earl Warren, character of that support is perhaps not too difficult to surmise.

Mr. Gordon is a careerist in fish and game administration, having come to California from Pennsylvania.

Commercial fishermen and operators will take keen interest in any changes affecting the position of fisheries in the Fish and Wildlife Service. They feel strongly that Fish should be separate from Wildlife in whatever Federal agency is charged with authority over the nation's aquatic resources; and that interests of industrial and recreational fishing alike demand that Fish have administrative identity, and no longer be subordinate to the Wildlife branch.

As evidence of this domination they point to the fact that all six regional directors of the Fish and Wildlife Service were drawn from the personnel of the former Biological Survey, as were both of the men who have held the position of director of the Service since its organization in Interior.

They believe also that, if Fisheries are to remain within the jurisdiction of Interior, they must be protected from the intrenched enmities of such agencies as the Bureau of Indian Affairs, Reclamation and Land Management and the Office of the Territories. True, the heads of these agencies will change; but the enmity lies at lower levels, in individuals protected by civil service tenure.

Industry Not Seeking Punitive Replacement

Attitude of thoughtful elements in the fisheries toward "the task ahead" was reflected effectively in the remarks with which W. C. Arnold, managing director of the Alaska Salmon Industry, Inc., opened his annual report to that organization, saying:

"Many of us hope that business and industry will operate in a more friendly governmental atmosphere in the years ahead. We cannot expect, or even want, the clock turned back. Time marches on, and social progress is the destiny of America. That which is good should be retained and improved.

"But, by the same token, that which is bad should be eradicated. We can hope and expect that the days of government-by-crony, mink coat and deep freeze are drawing to an end. We can be sure that the control of our government will be in the hands of people who believe in America and the American way.

"We cannot and should not expect that one bunch of cronies and favorites will be bounced just in order to make room for another.

"Public office is a public trust, and no man should expect or receive preferential treatment or consideration because of party affiliation, party influence, or acquaintanceship in high places. Any contention that such practices have prevailed in the past, no matter how well supported by fact, fails utterly to justify their continuance."

Tuna Pack Tops 8-Million Cases

California ended 1952 with canned-tuna production exceeding 8,000,000 cases and landed fish tonnage around 184,000 tons. The 1951 pack was 7,440,257 cases, canned from 173,236 tons.

November saw 10,853 tons delivered to Los Angeles-Long Beach harbors and to San Diego, with 468,231 cases packed. San Diego received 5,441 tons, packed 216,046 cases. The northern district flumed 5,412 tons, canned 252,185 cases.

The closest estimates to December deliveries were that the tuna clipper fleet unloaded around 16,000 tons and the purse seine fleet 500 tons. Albacore was still being brought to Terminal Island canneries, mostly trucked down from points as far north as Monterey.

Imports of raw tuna were small during the last two months of 1952. At Los Angeles harbor, of the 1162 tons of Albacore delivered, only 110 tons was imported from Japan.

To December the year's Albacore deliveries to Southern California canneries totalled 29,900 tons. Of this amount 10,300 tons was imported Japanese frozen, giving the domestic fleets a total of 19,600 tons, far better than 1951, while all of California received 21,860 tons, of which 6,288 were imported.

The purse seine fleet considered 1952 satisfactory from the standpoint of tuna catches. The year ended with the vessels wrapping 27,000 tons, far in excess of the previous year. Somewhat promising was the improved Bluefin catch, to October, 2,078 tons.

Percentage of the catch of the huge tuna clipper fleet continued to decline as it has for the past several years. Of the gross deliveries for 1952, the hook-and-liners got 118,000 tons. Domestic Albacore fishermen brought in 23,500 tons; purse seiners 27,000 tons; imports of frozen Albacore, 10,500 tons; imports of Yellowfin and Skipjack, 5,000 tons, for the round-figure total of 184,000 tons.

Tuna Tariff Suffers Knock-Down; Fourth Round is Coming-up

TUNA tariff kettle will come to a boil again for the fourth time in a little over a year when the Tariff Commission and the Fish and Wildlife Service, about the end of February, make their separate reports to the Senate Finance committee in response to its mandate uttered last June after the Senate rejected the temporary 3c duty on imported frozen tuna.

The Tariff Commission in November gave what many observers believe is a tip-off of its majority attitude.

Immediately on the heels of its hearing on the effect of imports of frozen tuna on American fishermen and operators, the commission published the findings of its majority members on the question of adjustment of the tariff on imports of tuna and bonito canned in brine, and of bonito in oil.

In a split strictly along party lines, the three Democratic members of the commission decided:

These commodities "are not being imported in such increased quantities, either actual or relative, as to cause or threaten serious injury to the dometic industry *producing like or directly competitive products.*"

Report on Frozen Imports Due in Feb.

This decision was rendered on the basis of the hearing held last last January in a case initiated by the California Fish Canners Association, seeking relief from the situation created by heavy imports of tuna canned in brine, entering under a duty of 12½% as result of application of the trade agreement with Iceland.

The Republican members of the commission dissented from the majority decision in a minority opinion determined upon by both of them, although one died before it was actually written.

The hearings before the Tariff Commission in Washington just before the opinion was uttered were concerned primarily with the question of imports of frozen tuna, although the testimony dealt in some degree with the general subject of tuna imports—fresh and frozen; canned in oil and in brine; plus bonito in oil and in brine.

They followed closely the pattern of the hearings held in Washington last winter before the Tariff Commission and the Senate Finance Commission, save that both sides had substantially improved their presentations on the basis of experience and fact.

The data presented by both sides, and the arguments drawn from the fact, showed the benefit of thorough preparation and keen interpretation.

Door Is Slammed on Canned Tuna Relief

Attention swung sharply from the hearings with publication of the Tariff Commission findings. Beside slamming the door on any present hope of bringing the tariff on tuna in brine into line with the duty on tuna in oil, the decision is believed to give some broad hints as to the thinking and action to be expected from the Tariff Commission in its report to the Senate Finance Committee.

Following his return to the Pacific Coast from Washington, one of the leaders in the fight for a tariff on frozen tuna imports said:

"The split along party lines seems to indicate that the Tariff Commission reached its decision strictly on the basis of the political and economic philosophies of the several members. Two vacancies exist on the Republican side of the commission and we can at least hope for the possibility of more favorable consideration at a later date."

Asked if his reading of the Tariff Commission ruling gave any hint as to its attitude toward a tariff on frozen tuna, this advocate of such a tariff admitted only one "ray". This glimmered from the following majority statement:

"Any reduction of imports of canned tuna resulting from increased tariff duties or the imposition of quotas would probably be largely offset by increased imports of fresh and frozen tuna".

He thought this statement *might* indicate that the commission would approve a slight duty on frozen tuna, perhaps 12½% to bring it in line with tuna canned in brine. On the other hand, this observer admitted that wishful thinking might have influenced his interpretation.

Opponents of a tariff on frozen tuna,

on the other hand, seized upon this same statement as directly supporting and subscribing to one of their principal points of argument — that any duty on frozen tuna would produce increased imports of the canned product, and thus would displace American labor in packing as well as in fishing tuna.

Question of Competition Crux of Entire Matter

Crux of the Tariff Commission majority's decision came in this statement concerning tuna and bonito in brine and bonito in oil:

"These lower-priced tuna and tuna-like products have competed more with the lower-priced canned fish of other species (as well as a variety of other protein foods) than they have with tuna canned in oil".

Essentially on the basis of this sophistry, which could come only from a lack of information, lack of intelligence, or lack of honesty, the Democratic majority based its decision that the American tuna industry has suffered no serious injury or threat of injury from imports of tuna and bonito canned in brine at less than one-third the duty levied on tuna canned in oil.

The reasoning ran thus:

1. Tuna canned in brine is cheaper than other tuna.
2. Hence it competes with other cheap fish, not with tuna.
3. American industry does not can tuna in brine, and very little bonito of any kind.
4. Hence, imports of tuna or bonito in brine do not injure or threaten "the domestic industry producing *like or directly competitive products.*"

Acceptance by reasonable men of the thesis that tuna and bonito in brine do not compete with tuna canned in oil is extremely difficult to understand. Anyone who has seen and used tuna packed in the two styles will recognize that they are directly competitive.

Dissenters Find Effect Of Imports "Devastating"

Flat rejection of this thesis by the Republican members of the Tariff Commission is the basis for the dissenting statement of the minority. The dissenters found that tuna and bonito in brine as result of the 12½% duty, "reflecting existing trade-agreement concessions is being imported in such increased quantities, both actually and relatively, as to cause serious injury to the domestic industry producing like or directly competitive products, and to threaten continuance of such injury".

Following direct quotations from the dissenting opinion are significantly indicative of the minority thinking and finding:

"Excessive imports . . . at prices much lower than the competitive domestic product can be sold for at a profit has forced domestic tuna prices so low that serious financial losses have been sustained by the domestic tuna industry during the past two years.

"The number of domestic canning plants is continuing to decrease because, in part, of *the devastating competition of imports".* (Emphasis supplied by Editor.)

"When the flood of imports of tuna in oil was temporarly slowed down by the restitution of the original 45% duty . . . the Japanese immediately switched to exporting tuna packed in brine, the duty on which is 12½% pursuant to a reduction from 25% in the trade agreement with Iceland. *As a result of this new development, the domestic tuna canning industry is now being even more seriously injured and threatened than ever before."* (Emphasis supplied.)

"Imported tuna in brine, and bonito in oil or in brine, are directly competitive with canned tuna in oil". (Emphasis supplied, once more to bring out the fact that this is the crux of the entire matter.)

"Fishing and Packing —One Industry"

In a singularly pentrating analysis of the American tuna industry, Commissioner Brossard, who wrote the minority dissenting report, had this to say:

"Tine financial success or failure of the domestic fishing operations is tied directly to that of the domestic packers. The domestic tuna fishermen sell virtually their entire catch to the domestic tuna canners, who own or finance part of the domestic tuna fishing fleet, and who pack and market the catch as tuna canned in oil. The domestic fishing interests consequently have continued to be actively interested in this investigation. The domestic packers of tuna canned in oil are especially interested because imports of tuna packed in brine and bonito packed in oil or in brine compete directly with their product— tuna canned in oil. This community of interest makes these groups— fishing and packing—one industry".

Tuna Negotiators Seek Hoist in Skipjack Price

Exercising its new rights as a co-operative, the American Tunaboat Association was negotiating with Southern California canneries over 1953 fleet operations. On December 1, the ATA merged with the California Tuna Clippers Cooperative. (However the organization intends to retain its original name.)

Principally the association was negotiating with the French Sardine Company and Van Camp Sea Food Company at San Diego. Neither the Westgate-Sun Harbor Company nor West Coast Packing Corporation were more than casually affected.

James B. Lane, president of Westgate-Sun Harbor, said only a few of that cannery's tuna fleet belong to either the ATA or the cooperative; while West Coast's fleet acts independently.

The ATA has ruled that no hook-and-liners of its members may sail in the new year unless an agreement has been reached as to prices and operating conditions for 1953. One of the provisions sought would raise the round price of Skipjack from $260 per ton (reached in 1952 and a downward scale of $30 from the original $290) to $280 per ton.

Actually the co-op and canneries were negotiating on a broad basis, leaving plenty of room for compromise. Points being discussed in December had to do with obligations of canners to purchase from the co-op; restraints on fishing trips; size and weight of individual fish and percentage of total weight in a fare; rejections, with payment based on original weight of fish and penalties for rejected fish; rotation of unloading procedure; limitations on time elapsed before unloading; regulations governing the canner's rights to institute rotating programs on sailings, and other points.

Portugal Gets Into The Tuna Trade

Anybody, anywhere in the world who can catch a tuna in his offshore waters looks to the U. S. to sell it. Latest to look in this direction is Portugal. Joaquin "Jack" Canas, prominent San Diego tuna clipper operator, back from a visit to his native country, gives this information.

He said a Lisbon shipping and fisheries concern has purchased two former U. S. navy mine sweepers and converted them to tuna clippers at a total cost exceeding $1,000,000.

The vessels are driven by 900-hp. diesels and have a top speed of 17 knots, making them probably the fastest hook-and-liners in the world. Fish capacity will be 450 tons. They will operate off the African banks, delivering their catches to a Lisbon packing plant.

WHERE THE JAPANESE FISHED SALMON IN 1952

This chart drawn by the Fish and Wildlife Service shows the area fished by the Japanese salmon fleet in 1952. C. E. Atkinson, Chief, Pacific Salmon Investigations, reports that Area A, east of 170° E longitude and nearest the North American continent, was fished in May and June only and 473,309 Reds, 409,313 Chum, 58,417 Pinks, 152 Kings and 178 Silvers were caught. Because of poor catches per unit of effort, was moved west of 170° E longitude to Area B where after July 1st the fleet took 264,180 Reds, 229,258 Chum, 642,740 Pinks, 1,213 Kings, and 24,027 Silvers. A total of 941,369 fish were taken in May and June in Area A while 1,161,418 salmon were taken after July 1 in Area B. Note that the cross on the map is 1,500 miles from the tip of the Alaskan peninsula (Unimak Pass) and only 780 miles from the Kamchatkan peninsula.

CRITICAL COSTS

Force Salmon Industry To Terminate Contracts

DETERMINATION that the costs of producing canned salmon must be lowered led the Alaska Salmon Industry, Inc., shortly before the end of 1952 to notify all unions with which it has contracts of its desire to terminate existing agreements as a preliminary to seeking their modification.

This action, which followed immediately upon the Industry's annual meeting and re-election of officers, was announced in a letter which said by way of explanation:

"The step is necessitated because of the economic situation which confronts the industry. In the light of operating costs and market conditions, we have no choice but to request modification of wage scales and working conditions. If the industry is to continue in business, its production costs must be revised downward."

This Industry action was forecast in October, when a letter was sent to all contract unions, a letter which said in part:

"As a general proposition, the 1952 pack is being marketed at a price considerably below the cost of production. The same thing happened in many instances with the 1951 pack. Such a condition cannot continue. The Industry is not in position to produce a pack in 1953, sell it substantially below the cost of production, and absorb another large loss. This means that a method must be found to bring production costs in line with market conditions."

Gunderson Is Re-elected

Decision to terminate the existing contracts was reached following the annual meeting of the Alaska Salmon Industry, Inc., at which all officers were re-elected.

Fred J. Gunderson of Wrangell, Alaska, general superintendent of the Independent Salmon Canneries, Inc., continues as president of the Industry; with Aubin Barthold, president of the Alaska Packers Association, as first vice president; and A. W. Brindle, president of the Wards Cove Packing Co. as second vice president. Leo T. Kreielsheimer, president of the Kadiak Fisheries Co. and Chignik Fisheries Co., continues as secretary-treasurer.

The board of directors for 1913 is:

Bristol Bay—Guy V. Graham, Libby McNeill & Libby; Aubin Barthold, Alaska Packers Association; William B. Wootton, Columbia River Packers Association.

Westward—Don Davis, P. E. Harris Co.; A. G. Tarrant, Pacific American Fisheries, Inc.; E. E. Murray, Alaska Pacific Salmon Co.

Kodiak Island — Charles Turner, Kadiak Fisheries Co.; William Calvert, San Juan Fishing & Packing Co.

Cook Inlet—Jack Lind, General Fish Co.; Vance Sutter, Fidalgo Island Packing Co.; C. E. Anderson, Seldovia Bay Packing Co.

Copper River and Prince William Sound—Joe Most, Copper River Packing Co.; M. G. Brown, Ellamar Packing Co.; C. F. Johnson, Port Ashton Packing Co.

Southeast Alaska, North—Oscar Bergseth, New England Fish Co.; William Olsen, Keku Canning Co.; A. R. Brueger, Farwest Wrangell Co.

Southeast Alaska, South—A. W. Brindle, Wards Cove Packing Co.; H. B. Friele, Nakat Packing Corporation; Fred Gunderson, Independent Salmon Canneries, Inc.

The annual meeting of the Industry, and indeed most of the thinking which preceded it and proceeded from it, had to do with the problem of keeping costs below market prices. In his President's Report, Mr. Gunderson said:

"The new problems which confront us will prove more serious than the older ones which we have solved or outlived. . . . On the general average, we are spending more to produce a case of salmon than we are able to sell it for. This is the problem of the day. It has many complex sides. . . . We must solve it or perish, as have other industries before us."

In discussing this situation, W. C. Arnold, managing director, cited two conditions which he finds contribute seriously to the problem:

1. "A feeling in this industry that any settlement is better than a delay."

2. Confused and complicated contracts resulting from years of "gangplank settlements"; and often interpreted at the operating level on any basis which will produce pack, regardless of cost.

Pressure to Produce May Yield Only Loss

Elaborating, he said: "We have developed a psychology in this industry which will not tolerate the slightest delay or interference with preparatory work or the fishing and canning process. We have taught ourselves to believe that it is cheaper to meet every union demand than to risk the loss of a single day's pack.

"We are deluding ourselves and denuding our bank accounts. . . . Production of salmon is not an end in itself. If we are to survive, that production must be at a profit. Unless we change our course, we are headed for bankruptcy.

"In my judgment it is not yet too late, provided we throw off this production complex and resolve to bring costs down to a level which will permit our product to sell at a price acceptable to the consumer."

On the matter of contract revision and simplification he said:

"Basic wages alone are not responsible for our troubles. Our contracts contain hundreds of discrepancies, conflicts, unreasonable restrictions and overtime requirements."

Action of the Industry in notifying the unions that it wished to terminate the 1952 contracts, and "to modify all sections thereof" obviously imposes a heavy task of general contract design and building, as well as of negotiating the essential elements of wage and price which directly affect cost and earnings.

Alaskans Blame Traps For Law-Breaking By Seiners

Leading-off with the usual haymakers delivered at salmon traps, the Alaska Fishery Board sent its annual recommendations to the Fish and Wildlife Service in December, spicing them with something new by way of variety.

This was the rather ingenious thinking that it is the existence of salmon traps which makes law enforcement so difficult. The Fishery Board reasons that (1) the fishermen of Alaska are opposed to traps; (2) they cannot be expected to obey the other provisions of a legal code which permits the use of traps.

The board also energetically attacks the Fish and Wildlife Service policy of limiting fisheries already exploited to the full to those forms of gear already engaged in them. The Board is for giving all forms of gear a crack at the fish, and for long seasons, with escapements provided for principally in weekly closures.

Closely condensed, the more important of the Board's recommendations are:

Bristol Bay—Open the Bay to trolling as well as to gillnetting, the troll seasons being the same as those in other open areas.

Permit limited fishing on the Nushagak in 1953.

Initiate a "long overdue" study of predators on Bristol Bay.

Alaska Peninsula — F.A.W.S. proposals generally are approved, as they are considered "in accord with the Board's general policy that wherever possible fishing seasons should be lengthened."

Chignik—Limitation on the size of seines is attacked as it "encourages the building of so-called 'jitney rigs', which are ideally suited for 'creek robbing' ".

Kodiak—Creation of sub-areas are suggested within the present Karluk and Afognak districts in order to permit Pink salmon operations after the Red-frequented waters may have been closed to provide escapement.

Cook Inlet—The Alaska Board generally approves the Service's scheme for administration on the basis of an experience curve. It thinks, however, that the idea could be extended to include a graph based on gear, which would produce extension or contraction of the weekly closed periods as quantity of gear rose or fell above the curve.

The Board favors permitting purse seines to operate in lower Cook Inlet, and thinks drift nets should be allowed above the Forelands. It again urges a one-mile distance interval between traps.

Prince William Sound—More protection for Pinks is recommended than the Service suggestions provide. The Board favors no Pink season, but rather a late season opening August 12 in the northern waters of the Sound only, with the idea that only Chums would be taken.

Copper River—A continuous season from May 1 to September 18 is recommended.

Southeast Alaska — The Board opposes an early June 24-July 10 season for traps, but would "go along with" such a season if it was limited to seines, and open only three days a week.

Approval is given the staggered opening for the main seasons; and also the fall Chum season, but it believes fishing should be permitted over a much greater area than in 1952.

Taku Inlet — A continuous season from April 1 to October 15 would be about right, the Board thinks, with 72 hours a week closed.

The Board elected J. P. Valentine, of Ketchikan, chairman for 1953. He succeeds J. Howard Wakefield.

4 Japanese Motherships Will Work on Salmon

Preliminary plans for Japanese salmon fishing operations on the North Pacific high seas in 1953 call for not more than four motherships, working with a fleet of 85 "catcher" vessels and 15 "research" vessels. The catcher boats will all exceed 50 gross tons.

Operations in 1953 will not be on a joint basis, as in 1952, but each mothership group will be operated independently by a Japanese firm.

The expeditions are expected to sail from Japan in May. Operations will be confined to the waters found most generally productive in 1952.

It is perhaps significant that the requirements for motherships make no reference to their being equipped as floating canneries, but do require that they have capacity for freezing 10 tons of fish in 24 hours.

Southern Sardining Yields Only Failure

Fishermen and packers alike were ready to give up on the Southern California sardine season by mid-December. The entire open period from October 1 had produced less than 2,500 tons.

October saw only 1,789 tons delivered to plants of the Los Angeles-Long Branch district, with 34,821 cases produced. November was far worse, only 751 tons being brailed and 14,809 cases packed.

Packers were putting every available fish suitable for packing, into cans and practically all of it was going in ovals, tomato sauce. Quotations on the little dabs each packer had to sell were practically non-existent. All packers were governed by their own individual ceilings. A price of $9.25, ovals, t/s., 48s. was made by one canner this representing his ceiling. Others had about the same price. There were no quotes on talls.

One Japanese King Crab Cannery for Bering Sea

Japanese King crab operations in Bering Sea this season will be limited to only one factorship, it has been announced officially in Japan. The number of vessels serving her, and the catch "target" have not yet been determined. Study of the results of the American fishing in those waters in recent years will largely determine these points.

The Japanese are said to favor initiation of a scientific study of the King crab resources of Bristol Bay by the International Commission which will be set-up when the Tripartite Fisheries Treaty is effectuated.

Packing Anchovies

Anchovies were once despised by Monterey fishermen because they gilled in the sardine nets and produced "Christmas trees," but now they are well esteemed and are helping Monterey and San Francisco fishermen, cannery workers, and plant owners, keep the wolf away from the door. Anchovies started running last June, with a few in July, more in August, and a good run started in October and continued into winter. Some 10 canneries packed anchovies in tomato sauce in 15-oz. ovals and 5-oz. cans, among them being Oxnard Canners, Inc., Monterey, where this scene was snapped.

Lacking Sardines, Monterey Packs Other Fishery Items

Monterey's Cannery Row staggered through the worst sardine drought ever since last July, with a dollar turn-over of about $6,671,223, according to figures released by George Clemens, consultant, Monterey Fish Processors Association.

Of this amount, $5,374,527 is money that changed hands in the anchovy canning business — the biggest canning in history of a fish that used to be a "pest" to fishermen, and wasn't canned at all.

According to canners, the margin of profit on anchovies is thin, and almost the entire pack was shipped to the Philippines.

Canners say that 300 persons can put up 10,000 cases of sardines a day, but can only pack 3,000 cases of anchovies in the same period because the fish are smaller than sardines.

From July until mid-November some 16,886 tons of anchovies were delivered in Monterey, worth $708,402 to fishermen. The pack has amounted to 422,150 cases worth $3,166,125, and the payroll to cannery workers has amounted to about $1,500,000.

Other packs in Monterey have included tuna, herring, mackerel, and sardines. For the period July through October it is estimated that these packs have brought $1,295,696 into circulation.

There were 1,497 tons of Albacore and other tuna, which brought fishermen $449,100. The tuna pack amounted to about 37,415 cases, worth approximately $523,810.

Only 264 tons of herrings were canned but they brought $10,560 to fishermen, made up 6,500 cases of merchandise, worth $48,850.

Mackerel was canned, but most of it was trucked in from southern California ports. It amounted to 990 tons, worth $14,625 to fishermen, and packed out about 24,750 cases worth $185,625.

Sardines, once the backbone of the industry, amounted to only 178 tons, and they were shipped in from southern California. But fishermen received some $12,000 for them, and they went into 6,950 cases, worth $52,125.

Continuous Centrifuge For Tuna Reduction

Westgate-Sun Harbor Co., San Diego, has installed a DeLaval-Bird continuous meal recovery centrifuge in its reduction plant to replace a semi-continuous meal extractor. The purchase was made from the DeLaval Pacific Co., San Francisco.

French Sardine Co., Terminal Island, has installed an additional DeLaval AC-VO "Nozzle-matic" separator purchased from the DeLaval Pacific Co., San Francisco.

Quality Always

FOR many years the canned salmon industry has utilized its resources to give consumers a better product constantly improving production and distribution methods.

Today, the industry offers with pride a consistently fine basic food that is rich in nutritional value, appetite appeal and adaptability to modern mealtime needs.

A one-pound can of salmon contains enough health-building goodness to feed a family of four a delicious, satisfying meal. High in protein content, it boasts many other essential food requirements also. *Canned salmon is actually an economy food!*

All the facilities of Pacific American Fisheries are pledged to continued development of the industry.

PACIFIC AMERICAN FISHERIES, Inc.
South Bellingham, Washington
"Quality Always"

Sales Subsidiary: DEMING & GOULD COMPANY, South Bellingham

Drastic Management Plan Offered For Calif. Sardines and Mackerel

As a result of a day-long meeting last month of the Sardine and Mackerel Industry Advisory Committee and all factors of California's sardine processing industry, it appeared that fishery, along with Pacific mackerel, jack mackerel, and anchovies would, with the approval of the legislature, come under a management plan devised by the Marine Research Committee and administered by the Fish & Game Commission.

It will be recalled that in December, 1951, Seth Gordon, director, Department of Fish & Game, called a meeting at Monterey to which representatives of fishermen, plant workers, boat owners, plant operators and sportsmen were invited. At this meeting the Sardine and Mackerel Advisory Committee was formed. Its purpose was to see what could be done to better the sardine and mackerel industry.

At that time the Bureau of Marine Fisheries proposed bag limits for sardines and mackerel, and this proposal has been debated in a lively manner during the past year.

As a result of last month's meeting it now appears certain the legislature will be requested to give full power of regulation over these fisheries to the Marine Research Committee and the Fish & Game Commission, and that these bodies have in mind season bag limits for all four species and setting the seasons that sardines may be taken.

The committee would make recommendations for bag limits and the commission would make these recommendations legal, if the legislature so decides.

A sub-committee has been appointed and is now at work preparing a plan to present to the full committee and the state legislature.

The subcommittee is composed of John Real, Fishermen's Cooperative Association, San Pedro, chairman; Herbert C. Davis, Terminal Island Sea Foods, Ltd.; John Hawk, AFL cannery workers and AFL fishermen; Vince Quarteraro, Santa Cruz, sportsmen; Sen. Ed. Johnson, Marysville, the legislature; and Richard S. Croker, chief, Bureau of Marine Fisheries.

It was pointed out that, should bag limits be set, all phases of the fishery, bait other than live bait, reduction, and canning would be affected.

The concern over dwindling supplies of Pacific mackerel and possible scarcity of anchovy and jack mackerel was indicated by the Committee's inclusion of these fisheries also in the management proposal. It called for investment of full regulatory powers over the four species in the fish and game commission, acting upon maximum-minimum season and bag limit recommendations of the Marine Research Committee.

The Marine Research Committee was formed several years ago and it directs the study of sardine life history and oceanic conditions affecting the supply. The investigations are made by scientists from the California Academy of Sciences, Department of Fish & Game, Hopkins Marine Station of Stanford University, U. S. Fish & Wildlife Service, and the University of California Scripps Institution of Oceanography.

The work of these agencies is financed by a tax on processors for the tonnage of sardines taken by them.

Chairman of the Marine Research Committee is Julian G. Burnette, Richmond Fisheries; D. T. Saxby, California Packing Corporation; W. W. Ambrose, The Ambrose Co.; Paul Denny, Fish and Game Commission; Dr. Robert C. Miller, California Academy of Sciences; Richard S. Croker, Bureau of Marine Fisheries; J. R. Biven, Coast Fisheries Division, Quaker Oats Co.; Seth Gordon, director, Department of Fish & Game; and John V. Morris, French Sardine Co.

Commission control will be asked for a two-year period, starting with the 1953-54 season. All commercial fishing laws are now set by the legislature.

B.C. Oyster Seed Catching Is Success

Successful oyster seeding experiments at Ladysmith, Vancouver Island, have made revival of the industry possible, and British Columbia will soon be in a position to export oyster seed, according to George Alexander, deputy minister of fisheries for British Columbia.

Mr. Alexander gives credit to the department's Dr. E. V. Quayle for much of the success achieved in oyster culture. Dr. Quayle was appointed to direct research work in connection with shellfish in British Columbia about four years ago.

Rich B. C. Herring Fishery Hamstrung by Price Split

If British Columbia has a herring operation at all this winter it will be of comparatively modest proportions. Fishermen and operators were unable to agree to a mutually satisfactory price at press time of this issue.

Under normal conditions, the fishermen would have been out harvesting herring early in October, but at mid-December the boats were still tied up with little prospect of going out. The companies offered $5.75 per ton for herring after the fishermen had rejected earlier bids of $6.

The fishermen countered with a request for appointment of an arbitration board by the British Columbia government and asked the companies to pay a $14 a ton minimum based on a total labor cost formula of a seiner-packer operation.

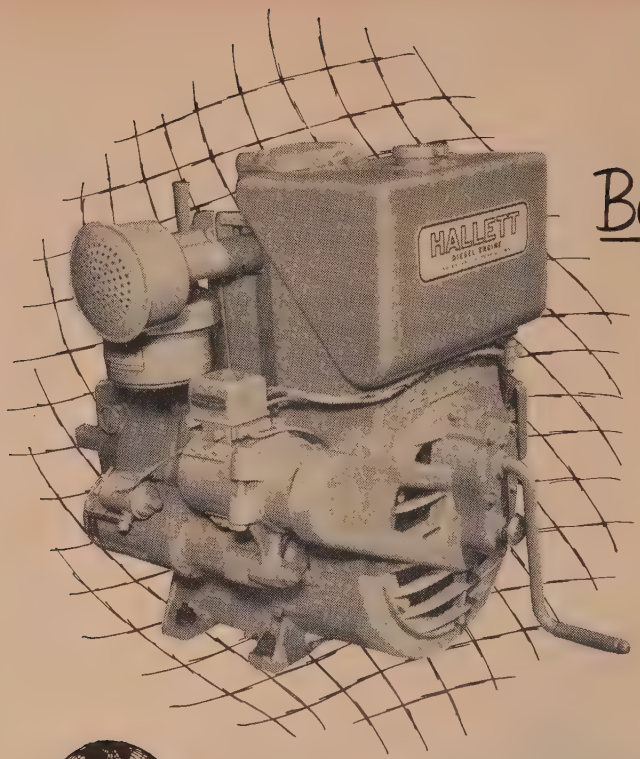
This wasn't satisfactory to the operators, who pointed out that quality of the herring declined as the season continued and they would offer less rather than more as time dragged on. They also said they would not agree to arbitration.

Position of the operators is that the market for herring oil has sharply declined, with demand negligible this winter. Meal prices have been relatively stable, but as the only market is in the United States the B.C. companies must now accept a lower return because of the loss in exchange.

To maintain the industry at all this season, the operators maintained, it would be necessary to reduce the cost of raw fish. They thought that $6 would do it, compared with last season's $8.40, but this wasn't acceptable to the fishermen although the operators claim that at that price fishermen earned in the neighborhood of $3,500 for two and a half month's work. With normal production they estimated the fishermen could make an average of $2,000 to $2,500.

To make operation feasible this season, the operators claimed, it would be necessary to operate with maximum efficiency and make an early start so as to take advantage of the herring's higher oil content at the beginning of the season.

The fishermen were evidently not convinced.



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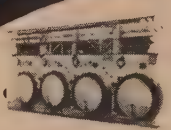

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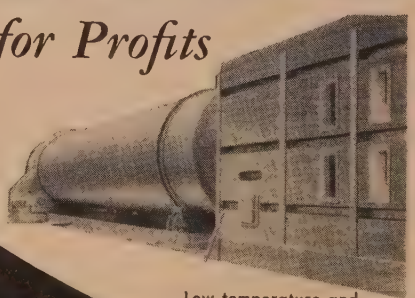

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San Carlos Canning Co. Sold to Howard

The San Carlos Canning Co., Monterey, once one of the largest producers of canned sardines in California (when there were any sardines to be canned) was sold last month to a syndicate headed by Lynn Howard, Pebble Beach.

Mr. Howard was formerly associated in the automobile business with his father, C. S. Howard, who for many years was the distributor of Buick automobiles in California.

Just who the officers of the new company that will take over San Carlos, will be or the name of the general manager, was not revealed.

It is understood that the new owners are considering remaining in the fish canning business.

The San Carlos Canning Co. was founded in 1926 by the late Angelo Lucido, who headed the company until his death, Peter Ferrante, pioneer Monterery fisherman, and others. The cannery has a capacity of about 6,000 standard cases of sardines per eight hours and also has reduction plants in connection with it.

C. D. "Bud" Day, who has been president of the company since Mr. Lucido's death several years ago, has accepted another position, but has not announced yet what it is. He will remain with the new ownership for some time.

The price for the San Carlos plant was announced as being more than $200,000. The new owners purchased all the stock in the company, including that owned by Mr. Lucido and the trust stock held for his children.

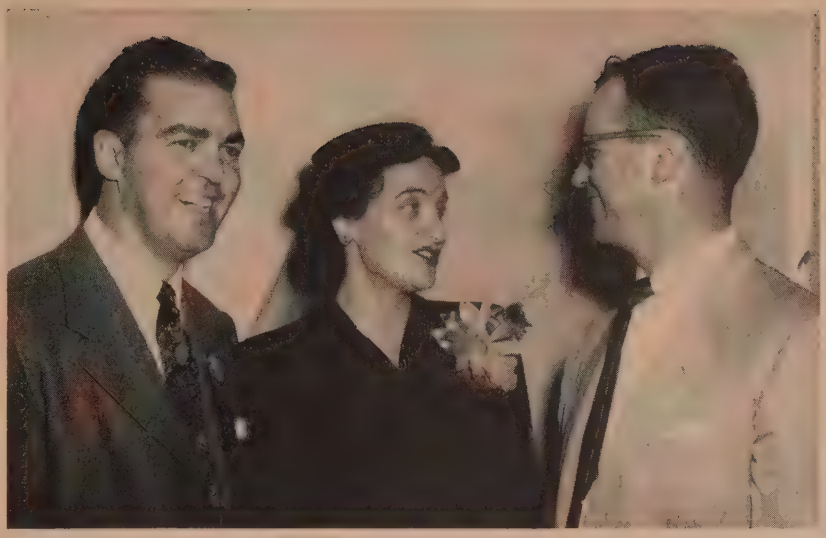
The San Carlos Co., San Francisco canned goods brokerage house, formed this year by Angelo Lucido, Jr., and Franklin S. Grimsley, Jr., will continue to represent the Velera brand of canned fish, packed by the San Carlos Canning Co.

McCarran Law Clips Clipper-Manning Practice

California tuna clipper masters may no longer leave home ports with skeleton crews; then pick up a full complement of aliens for southern fishing cruises, bringing them into home port with the traditional 29-day visa, obtainable through a U.S. consul.

The McCarran Immigration Act bans such practices, and was effective December 23. It was reported several hundred alien Portuguese and Italian fishermen would be affected. Some have worked with the San Diego fleet for years.

The new law, it was understood, did not affect resident aliens, living in this country. Last month, Harold F. Cary, general manager, American Tunaboat Association, was in Washington, D.C., seeking clarification of this new law.



At the dedication of Star-Kist No. 4, French Sardine Company's great new tuna cannery—Nicholas F. Trutanic, the company's production manager, left, and his wife, with Gault Davis, director of the Food Processing Service, International Minerals & Chemical Corporation, Amino Products Division, whose Ac'cent—monosodium glutamate—is used in packing Star-Kist tuna.

Mackerel Pack Tops 1.5 Million

California reached 1,174,448 cases for its 1952 mackerel pack to November, while in that month Southern California added 352,174 cases and brought the total to 1,526,622 cases. If the December pack was around average, there was a good chance 1952 may have broken the all-time record set in 1935, when that state produced 1,761,236 cases. The next best year was 1947 when 1,522,199 cases were canned.

The Southern California fleet got underway for the final month's fishing the night of December 4, following ending of the light period. For November the catch was one of the largest in years, 16,886 tons for a pack of 352,174 cases. For the 11 months—not counting Northern California for November—80,821 tons had been brailed. Of this the large majority was Jack mackerel.

Fishermen benefitted as the year waned, getting $80.00 per ton for Pacific; $70.00 for Jack. Marketwise canned mackerel was still an excellent-selling item. Pacific (supply short) was quoted at $8.00, talls, 48; Jacks, talls, $7.25 per case.

California Salmon Suffer from Drouth

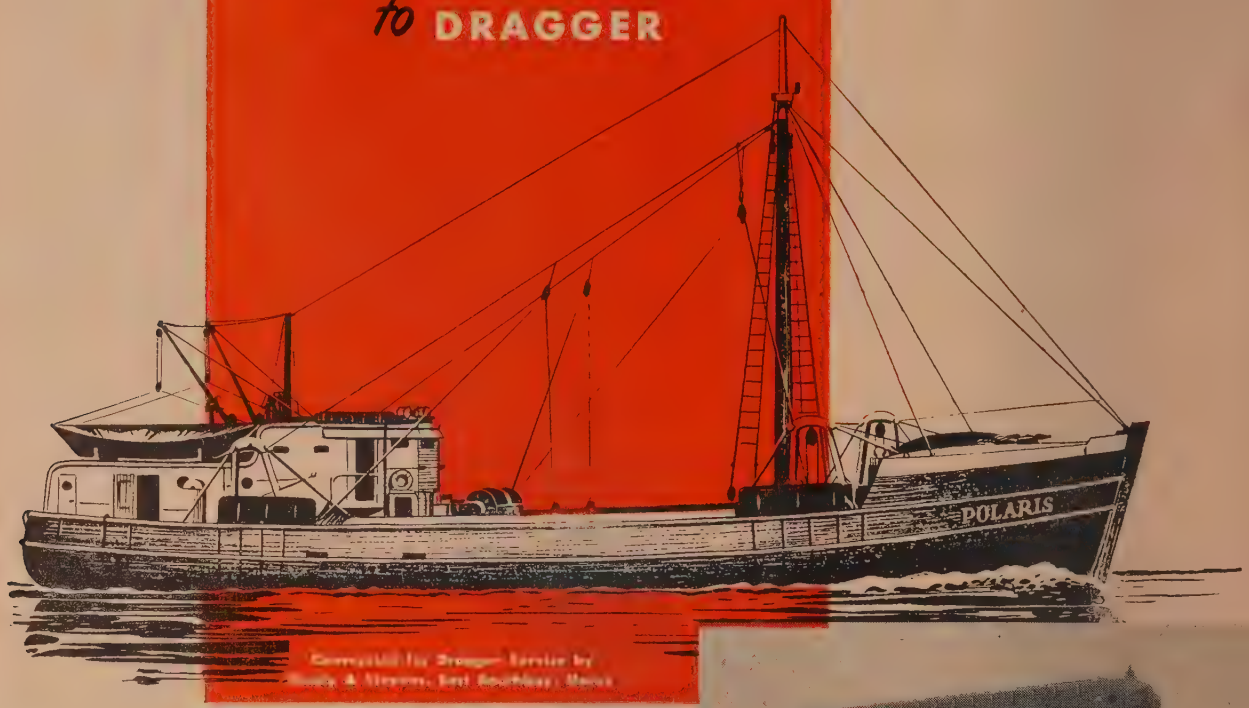
Serious concern was being felt among commercial fishermen along the northern California coast this season over the future supply of salmon, as result of prolonged drought conditions in Del Norte, Humboldt and Mendocino counties.

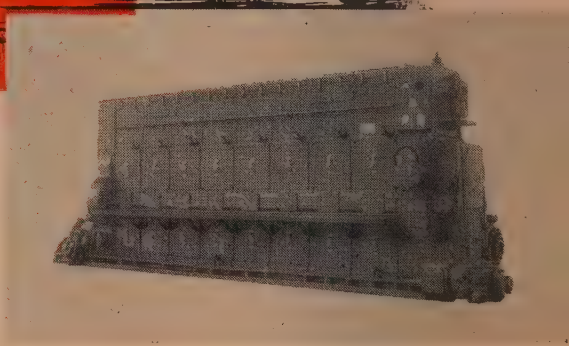
The 1952 fall season was one of the driest on record, with only a few showers during October and November, contrasted with the normal situation when relatively heavy rain falls during those months. As a consequence, rivers and creeks throughout the entire region were at extremely low water marks, the streams including the Eel, Mad and Smith River,

Salmon moving inward from the ocean to spawn were stranded in vast numbers in the low water and along the lower reaches of streams, unable to make their way to normal spawning grounds. Great numbers died, others were forced to spawn in low water (with the possibility later high water may sweep the eggs out to sea) and law enforcement officers were kept busy preventing the spearing and gaffing of stranded fish, by law violators and persons ignorant of the situation.

Meanwhile, a report issued by the Humboldt county office of the U. S. Reclamation Service, now conducting a survey in the northwestern California area, predicted that low water may be expected in future years, at frequent intervals, following a pattern set over a period of past experience. Vernon J. Hansen, in charge of the office, said that the flow on the Eel, one of the major streams, has varied from a flow of from less than 50 cubic feet per second, during the late fall, to 350,000 cubic feet per second, at Scotia, during the last 30 years.

From MINESWEEPER
to MENHADEN VESSEL
to DRAGGER





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Pacific Fisherman's NEWS

JANUARY 1953

SEATTLE TRAWL FISH TANGLE EASES A BIT, BUT SITUATION STILL TENSE AS 1953 OPENS

Something like a settlement began to emerge from the muddled affairs of the trawl fishing business out of Puget Sound as this issue of *Pacific Fisherman's News* went to press. Fish was coming to market after an interruption, but confusion continued and there was a lot of uncertainty surrounding the Fishermen's Marketing Association and its activities as agent for the trawl boat fleet.

In the meantime, the halibut vessels generally were reported to be holding themselves outside the association, waiting for matters to take shape a little more clearly—and not being too keen about dragging during the holiday season anyway.

Fish was coming to market, but in limited volume. Dealers said they couldn't handle more than a little at the prices the fishermen were demanding, prices which put the Puget Sound fillet houses at a disadvantage in selling against imported fillets and those produced at some of the Coastal trawl centers.

Old Union Ruled Not a Union at All

The difficulty had its beginnings a number of months back when the National Labor Relations Board told the Otter Trawlers Union that it was not a legal union; and ordered it to cease functioning as such and relying upon the exemptions granted labor unions from the application of the federal anti-trust laws.

Seeking a way out of this dilemma, the owners and operators of the trawl boats patterned their program after that developed under somewhat similar circumstances at Eureka and organized the Fishermen's Marketing Association with Carl Serwold as president and Nick Kulgis, long-time secretary of the union, as secretary and executive officer.

Each member designated the Fishermen's Marketing Association as his agent for the handling of price and sales contracts.

Subsequently the trawl fish buyers of the Puget Sound area were served with a form of contract by the Fishermen's marketing Association.

2 Points at Issue

Four companies signed the document, but legal counsel for the majority of the dealers questioned two points; while the validity of the contract as a whole was subject to some doubt in the absence of judicial precedent. Active objection, however, was raised on only these two points:

1. Requirement of the contract that purchasers buy fish exclusively from the Fishermen's Marketing Association;

2. Rotation provision by which the F.M.A. could require dealers to accept trips from any of its member boats to the number of trips specified by the buyer.

Dealers who did not sign the contract because of these two points informed the F.M.A. of the reasons, while affirming their willingness to participate in any legal arrangement which would promote the orderly marketing of trawl fish in the Puget Sound ports.

Interruption of fishing ended early in December with the acceptance by the F.M.A. of such letters in lieu of the contract submitted. Mid-winter, pre-holiday fishing naturally was not too general nor too heavy, and had only a relatively limited demand to supply.

Price Schedule Cripples Seattle Trade Competitively

Looking into the spring months, the Puget Sound trawl business, fishermen and dealers alike, seems to feel that further problems lie ahead.

Principal difficulty—as it often is—seems to be *price.*

Dealers declare that, with about 150 Puget Sound vessels rigged for dragging—plus a large potential in the halibut fleet — the boats cannot possibly be kept busy at the present price scale. This is because the Seattle trawl prices are so high that the operators can be competitive only in the relatively limited fillet business which goes along with their fresh fish trade. So far as the volume business — the frozen trade — is concerned, Seattle operators say they cannot compete with imported fillets and those produced at some of the coastal ports where prices are lower and operating costs generally less.

Pinched for Poaching

Nils Moe, of Bay Center, arrested on a charge of illegal fishing with a gillnet at North River, in Pacific County, was convicted and fined $25 before a justice of the peace November 7. He gave notice of appeal.

Crewman Lost at Sea

Robert Stoltz, of Long Beach, Calif., recently was lost from the *Glacier Bay* in a heavy storm off the coast of California. Louis O. Jacobsen, skipper of the Seattle boat, owned by S. E. Anderson, of Seattle, brought the boat into the harbor of Moss Landing. The boat was four days out of Long Beach when the drowning occurred.

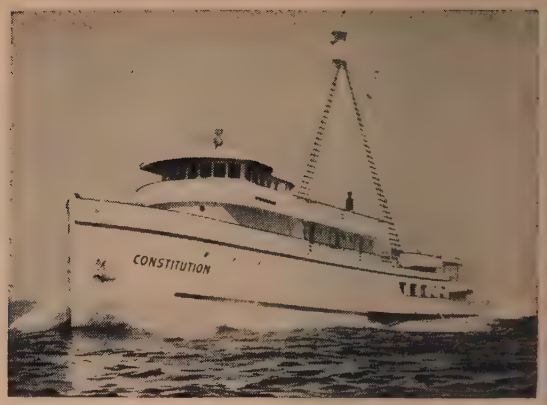
Record Sole Catch

What was believed to be the largest consignment of sole ever landed in British Columbia was delivered to B.C. Packers' Imperial plant at Steveston recently by the vessel *Tatchu,* with 150,000 pounds of rock sole from Hecate Strait. Skipper of the *Tatchu* is Captain Joe Gregory, Vancouver.

Shell Boat Flops

The *Flo-Lou* out of Newport Beach, Calif., capsized with a load of abalone shells as it approached the breakwater in an easterly. The three men aboard were saved by the Coast Guard cutter and the Harbormaster's boat. They were wearing life jackets when picked up: George Poh, Dick Gohna and Tok Shigaki. The *Flo-Lou* is used for commercial fishing during the season.

Article Number One of the CONSTITUTION



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Columbia Union Sets Dead Line For '53 Contract

Deadline of April 15 was set for the conclusion of price negotiations for the 1953 Columbia River salmon season by the Columbia River Fishermen's Protective Union recently. The union voted to inform packers that it would insist on negotiations being concluded at least 15 days in advance of the opening of the season May 1.

The union also decided to ask the Oregon Fish Commission to provide a week-end closure of commercial fishing from 6 p.m. Friday until 6 p.m. Sunday, in place of the present 24-hour closure.

The union also proposed constitutional changes designed to give greater voice to scattered units by providing nine districts on the river, with each electing a member to the executive board.

Other changes contemplated are elimination of company check-off for dues and a two-term limit for elective officers.

Nomination for president was limited to Roy Takalo, Brownsmead; R. Bristow, present president, not being a candidate. Robert J. Hicks was renominated for executive secretary.

Robert J. Hicks, secretary, Columbia River Fishermen's Protective Union, Astoria.

Nominee for vice-president is Ray Holtgreve, of Bridal Veil; and for treasurer, Albert Keranen. Charles Henne, of Tidewater, will continue as the union's legislative chairman.

Shepherd Marine recently installed a Wood Freeman Metal Marine Pilot on the jig boat **Nancy**, owned by J. W Davison of San Diego.

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FAIR AND COURT-TIGHT BASIS FOR FISH TAXES SOUGHT IN WASH.

Fair and legally sound basis for fish taxation in the State of Washington is being sought by a committee headed by Harold E. Lokken, manager of the Fishing Vessel Owners Association, Seattle, for submission to the 1953 legislature.

This unusual development came early in December when the Washington legisature's interim fisheries committee met with a group of representatives of the fishing industry. The committee approved Director R. J. Schoettler's budget of $4,710,000 for the biennium, but pointed out that the program was endangered by the fact that taxes from which part of the money must come had been attacked in court and invalidated by groups of troll fishermen.

It was contended that fish taxes should be devised which would be upheld in court, and which at the same time would not be unjust or unduly burdensome on any element of the industry.

Speakers generally contended that fisheries taxes have been devised on a hit-or-miss, political basis, and without advance study of their legality or whether they were practical and just on an industrial basis.

The meeting developed a good deal of bitterness, with pretty nearly everyone shooting at the troller; and Bert Johnston, manager of the Fishermen's Cooperative Association, defending them.

Argument that the matter was a "gear fight" did not not stand up in the light of intelligent examination, however; for *there can be no question that sentiment in the state has been crystallizing on the principle that all persons benefitting from the salmon resource should contribute to its maintenance and conform to programs designed for its conservation.*

Eureka Findings

Transfers of registration on a number of small craft have been filed recently at Eureka with L. M. Holland, deputy collector at the Eureka Customs Office.

Richard Young has been registered as sole owner of the *Rainbow,* a 26-ton dragboat, after buying his brother's interest.

The *Njord,* formerly of Portland, has been registered to *Fred Shipman,* of Trinidad, Calif. The *Jewel,* formerly owned by Shipman, has been transferred to *Arthur Shipman,* of Trinidad.

Louis Albin, Eureka, is the new owner of the *Miss Often,* former owner *Robert L. Albert,* Fields Landing.

Eureka's Small Boat Basin, headquarters of the Humboldt Bay fishing fleet, was inspected recently by *William R. Manion,* president of the Northwest Rivers and Harbors Congress, who is also commissioner for the Port of Astoria, and director of the Pacific Coast Association of Port Authorities.

Among fishing craft undergoing overhaul and repair on the ways in Humboldt Bay, during recent weeks, were the *Empire II,* owner *John Pesonen;* the dragger *Andrew Jackson,* owner *Noel Franklin;* the *Lina M.,* owned by *John Britschgi,* and the *Lavona,* owned by *R. McBride.*

The 51′ dragboat *West Wind* was towed into Humboldt Bay recently by the Coast Guard cutter *Yocona* after becoming disabled with a faulty fuel pump off Trinidad Head.

The tuna fishing boat *Weown,* with two men aboard, was brought to Eureka under tow of a Coast Guard motor-sailer after becoming disabled northwest of Humboldt Bay.

The **Della,** Albacore boat owned by Fernando Valencia of Los Angeles Harbor, has been re-powered with a Chrysler Crown, reports Vic Langner of Fellows & Stewart which made the installation.

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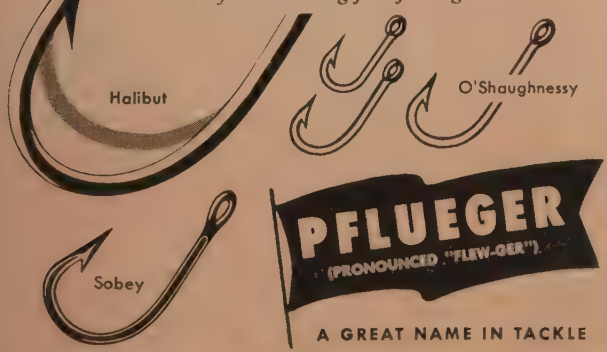

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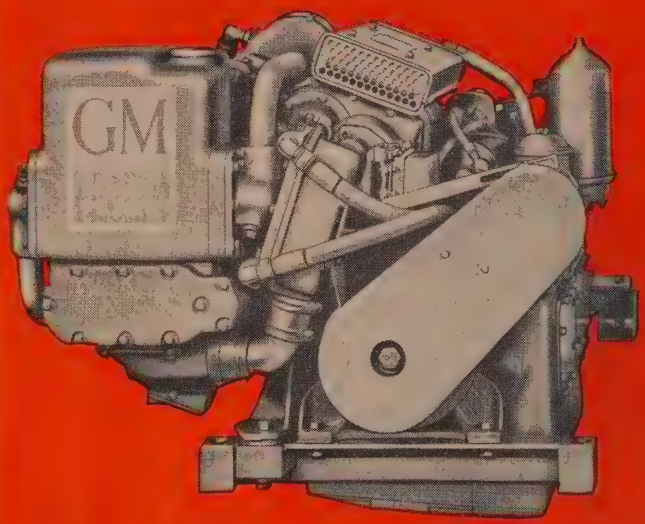
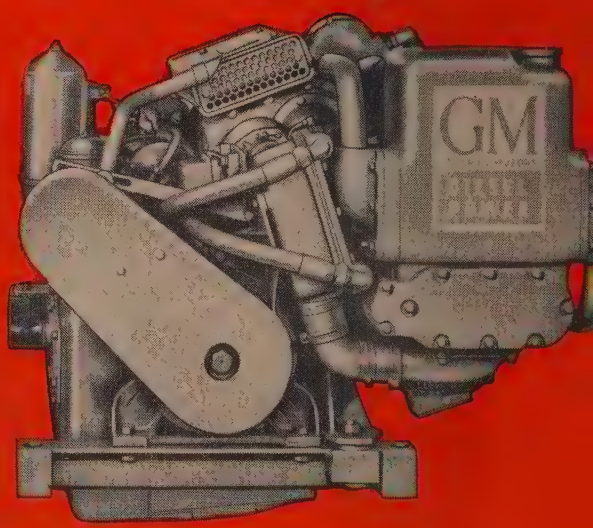
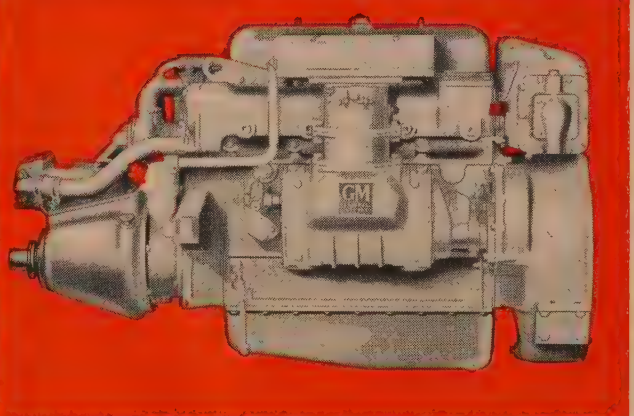
NEW 4-71 INCLINED DIESEL

138 H.P. @ 2100 R.P.M. Features extraordinary compactness and light weight. Illustration shows how a matched pair of the new GM inclined engines fit contour of a conventional hull, requiring only 31 inches of vertical space. All points needing routine service or inspection are on the top side.



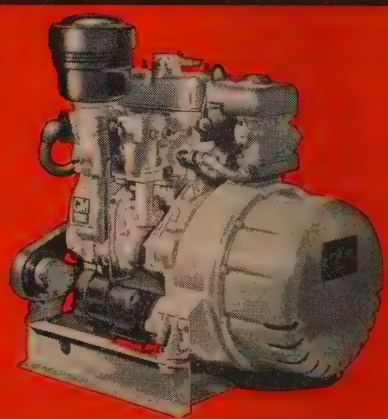


NEW 4-51 MARINE DIESEL



4-CYLINDER PROPULSION UNIT—87 H.P. @ 3000 R.P.M. Over-all length, with direct drive and reverse gear, 49¼ inches. Over-all height, 31 inches. Total weight with complete equipment and gear, 1400 lbs. Here is Diesel power in its lightest, most compact form—engineered and built to deliver years of dependable, low-cost service in smaller work and pleasure boats.

NEW 12½ KW MARINE GENERATO



2-CYLINDER PERMANENT MAGNET GENERATOR SET—AC 60-cycle. Over-all length, 37⅜ inches. Total weight, 1200 lbs. Simplest, most compact Diesel unit of its capacity ever built. Driven by a 2-cylinder model of the new "51" Diesel, the generator has no bearings, exciter, commutator, brushes, slip rings, or costly regulating equipment.

THREE NEW GM MARINE DIESELS FOR SMALLER BOATS

Detroit Diesel proudly introduces three great new GM Marine Diesel engines that bring Diesel safety, economy and dependability to a wider range of work and pleasure boats.

The new 4-71 inclined engine packs extra power in a space-saving, weight-saving version of the famed GM Series 71 Marine Diesel that has become the standard of boatowners everywhere for efficient, economical Diesel power.

Height of the new inclined 4-71 has been reduced 9½ inches by tilting the block and head 70° from the vertical. And its weight has been reduced 500 pounds through extensive use of aluminum.

Now . . . a smaller Diesel

The new 4-51 propulsion unit is a smaller, lighter, high-speed, two-cycle Diesel that compares in size with gasoline engines of comparable power and speed, yet provides the Diesel's recognized advantage of doing more work on fewer gallons of safer, lower-cost fuel.

The amazing compactness of this new "51" engine has been achieved through new efficiency in engine breathing that develops both power and speed with a minimum of moving parts—*saving space and weight without sacrificing ruggedness.* Loop scavenging eliminates valves and valve mechanisms. A unique pneumatic governor has no rotating parts to wear or get out of adjustment. The oil pump is driven directly by the crankshaft, eliminating gear or chain drives.

A 2-cylinder model of this sensational new "51" engine drives a new 12½ KW permanent magnet generator. The set is so simple in design it requires no attention or maintenance other than normal servicing of the engine. This compact new generator set—only 37 inches long—makes safe, low-cost electrical power possible even in small boats.

Extra safety—dependability—economy

Like all GM Marine Diesels, these rugged new engines give you the extra safety of less volatile fuel. They start at the push of a button on fuel oil alone. They burn only about half as many gallons of fuel as gasoline engines of comparable power. They cost less to maintain and are far more dependable than spark-ignition engines.

Yes, a whole new group of boatowners can now enjoy the speed, safety and smoothness *plus* the well-known economy of GM Diesel power. We invite you to inspect these great new General Motors Marine Diesel developments at the National Motor Boat Show. Write us or see your nearby GM Marine Diesel distributor for complete specifications.

Single Engines . . . 16 to 275 H.P. Multiple Units . . . Up to 840 H.P.

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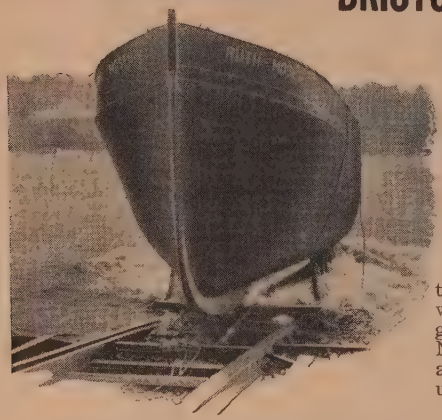

USES

AQUA-CLEAR FEEDER

Toss away your heat exchanger troubles! For hundreds of years there was no safe way to operate an engine cooling system with salt water. Now the AQUA-CLEAR Feeder has done away with the heavy expense and upkeep problems of closed cooling.

The Ruth-Moses, just leaving the ways in picture above, will soon be plying out of New Bedford. Built for owner Moses Schonfeld and Capt. Martin Anderson, it has a powerful Wolverine Diesel with AQUA-CLEAR Feeder.

Harvey Gamage of the Bristol Yacht Building Co. is another fishboat builder who has adopted the AQUA-CLEAR Feeder when installing all the latest marine developments to assure most efficient and profitable operation.

Stops Rust and Corrosion

Cylinder heads, manifolds, water jackets and liners can never rust or corrode. Also prevents salting down the engine, even under abnormal temperatures. Made for all kinds and sizes of engines, either gasoline or diesel.

Also makes old engines last longer. Many fishboats now in service are doing away with closed cooling systems and replacing with the remarkably simple, low-cost and reliable AQUA-CLEAR Feeder.

Industrial models solve difficult rust and corrosion problems in water lines, tanks, refrigeration systems for packers, canners, other food processors. Write for folder.

BETTER and CHEAPER than Closed Cooling

No moving parts to wear out or break down—no heat exchangers, no expansion tanks, no extra pumps, no holes through the hull. It costs much less too—only $50 to $75 for enginesup to 150 h.p. with larger sizes in proportion.

Over 10,000 Now in Use

CUTS OPERATING COSTS

Saves hundreds of dollars in original cost and installation—better yet, requires no maintenance. Just add a few pounds of AQUA-CLEAR Crystals once or twice a season. Inexpensive to install—saves a lot of room.

Write for FREE Folder!

Tells how to cut expenses, make engines last longer—and make more profits with your boat.

Dealers: Write for Special Offer.

SUDBURY LABORATORY
Box 575, South Sudbury, Mass.

Moss Landing— Scratch Tuna Fishing Holds Thru Nov.

All during the month of Novembe the albacore fleet steadily scoured th waters between the Farralone Island and Point Arguello. Fishing was no spectacular but it was good enoug to make fair pay loads for most o the boats, particularly the one ma boats and the husband and wife boat Numerous skippers tied up and wer to their homes both north and sout but those that were left continued t bring in one and two ton loads t Monterey and Moss Landing.

A howling wind and rain storm pu a stop to all activity about the middl of the month, for almost a week Skippers were not sure what thi would do to the fish as it ofte means the end of the season. Bu when the tempest had cleared away they were at it again.

"Those fish are going to wear u out before we wear them out," sai Jimmie Dale of the *Flyer*. It looke as though he was right.

* * *

Bob and Barbara, the younges couple in the fleet around these parts are the proud new owners of th *Selma J.*, a 44' troller which the brought to Moss Landing from For Bragg. The *Selma J.*, powered with 45 hp. Atlas engine, was owned b Mrs. Knute Rodel of Seattle, th widow of a fisherman there.

Bob was boat puller on the *Twenty Grand* with Bill Yeoman for severa seasons and this year accompanie Conrad Pederson on the *Sun-Ra*. Bar bara is the daughter of the Roy Du laneys on the *Penguin*. The *Penguin* and the *Selma J.* will fish together

* * *

Lloyd Glover, who skippered hi *Diane* all season, has tied her up an taken over the big troller, *Galveston* owned by Harry Nelson of Seattle

* * *

Paul Groszmann of the *Tom Swif* had a good season in tuna, running off Catalina and the islands aroun there. His boat is too small for fishing in Mexico, so he packed Mrs. Grosz mann and the children aboard an made short runs right near civiliza tion.

* * *

Gus Angellson on the *Tuscan* an Ed Weidenaar on the *Gary Lee* were in Moss Landing early in Decembe for the frist time in several months Both boats had been fishing south o here and putting in at Morro Bay.

"Slim" Matthews and Andy Cuth bertson of the *Condor II*, report a "sorry" season in crabs so far thi season. The storms have held up their dragging operations also an along with many other skippers, they were shorebound.

Eureka — Boat Owners Form Marketing Assn.

Independent dragboat owners and operators along the northern California coast recently formed a new organization known as the Fishermen's Marketing Association. Manuel Figueretto, Fort Bragg, was named president and Noel Franklin, Eureka, secretary. The group includes some 28 owners.

Purpose of the new association, according to Franklin, is to work out marketing negotiations with commercial companies at northern California ports. Franklin explained that it is not a "closed shop" proposition, since the organization is not a union in any sense of the term, but rather a cooperative marketing group.

First action of the new group was to present the commercial dealers with a proposed new contract, committing dealers who signed to purchase bottom fish only from the association members. Dealers generally balked at the proposal, some pointing out that it represented a virtual boycott of fishermen not belonging to the association.

* * *

The fishing boat *Columbia,* out of Seattle, had a close call off the northern California coast when she was in collision with the big 6,000-ton steamship *Explorer* 14 miles west of Table Bluff, during heavy fog. The *Columbia* had been working for albacore in California waters.

Captain Fred Hassell, of the *Columbia,* stated that the steamer came in at an angle from behind the fishing craft, doing about 14 knots, the fishing boat making about eight knots. The *Columbia* sustained damage running to some $5,000, but crew members escaped injury.

The *Columbia* was able to make Eureka under her own power, where temporary repairs were made, and then sailed for Seattle.

* * *

Four days adrift at sea after their boat ran out of fuel was the recent experience of Captain Walter Linsey and Elmer Jorgensen, of the fishing craft *Arabian,* out of Richmond.

The *Arabian* ran out of fuel about 40 miles south of Eureka and remained adrift in calm seas. Finally her plight was discovered by the steamship *Barbara Olson,* while Coast Guard and other craft were searching for the disabled boat on the basis of an earlier distress call.

Linsey and Jorgensen were none the worse for their experience, as they had sufficient food and water on hand to ride out the breakdown, but both confessed to feeling a serious lack of cigarettes. The boat made port at Eureka and then sailed for Richmond.

Authorities at ports along the California coast were alerted to be on the lookout for a craft reportedly stolen at Eureka last September. The boat was the *Jeanne L,* a 41-footer owned by Alpha V. Kelley, of Eureka. The vessel was stolen from the Small Boat Basin in Humboldt Bay.

* * *

Among new craft registered at Eureka is the cruiser *Mar-Don,* which was built in Belgium and brought to the United States. Her owner is Powell Wright.

* * *

Formerly working out of San Francisco, the fishing craft *Ruby A* has been registered at Eureka by her owner John T. Kinder, of Eureka.

Damaged in a collision off the northern California coast, the fishing boats *Arctic,* owned by Victor Jacobsen and the *Ina Ruth,* operated by Robert Parks, have been completely repaired and refloated at Eureka. The repair work was done on the Gillette Marine Ways at Fairhaven.

* * *

Boats registered for fishing operations out of Eureka during the 1950-1951 season numbered 447, according to the Bureau of Marine Fisheries. The craft were grouped by length as follows: up to 24 feet, total 43; from 25 to 39 feet, 283; from 40 to 64 feet, total 110; from 65 to 84 feet, total 10; over 100 feet, one vessel.

This is the business end, or forming die, of the world's largest rope laying machine—a two-story device in American Manufacturing Company's Brooklyn, N. Y. mill. It will shape a rope up to 20 inches in circumference—thick as a man's leg.

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IN ADDITION — NYLOCK *Nylon's special* BONDED *process . . .*

- prevents knot slippage . . . gives the nets less stretch
- strengthens the net and lengthens its life
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- makes the nets much easier to handle, since they absorb less water
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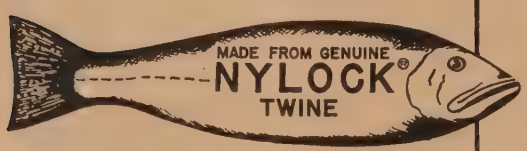
THE FISH NET & TWINE CO., 310 Bergen Ave., Jersey City, N. J.
A. M. STARR NET CO., East Hampton, Connecticut



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'52 Tunaboat Losses Rise To 28 Count

Last-minute-news to PFN of the loss of three more tuna clippers has been received, based on a report to San Diego of December 7. All crew members were believed safe.

The 103-foot *Coronado,* built in Tacoma in 1948, burned and sank in the Gulf of California. Capt. Vito Zottolo and his crew of 12 were picked up by a Mexican vessel.

The 83-foot *Sun Streak,* owned by Jack Crivello and Lawrence Canepa, of San Diego, sank December 6 after it was rammed in the harbor of Paito, Peru. The vessel was fishing under the direction of Sun Pacific, Inc., which has extensive interests in Peru.

The 76-foot *Aztec* sank December 7 off Rosarito Beach below Tijuana, California. Capt. John T. Symons, of the *Azetec,* said the boat began taking water shortly after leaving San Diego. When the pumps were no longer able to handle the water. Symons, his engineer and the cook, took off in a power skiff.

Loss of the three vessels has brought the loss of ill-fated San Diego vessels to 28 for 1953.

Jack Repanich Chosen Purse Seiner President

Jack F. Repanich, owner of the Puget Sound purse seiner *Locks,* and president of the Fishermen's Packing Corporation, added another presidency December 15, when he was elected president of the Purse Seine Vessel Owners Association, succeeding John Marincovich.

Mitchell D. Evich of the seiner *Independence,* Bellingham, was elected vice president; and Nick Mladnich of the *Star of Heaven,* Tacoma, was re-elected secretary-treasurer.

Captain Repanich formerly was secretary of the association for a period of 14 years.

Small Boat Owners Incorporate Association

The organization of small boat owners in the Long Beach-Los Angeles harbors has now been incorporated with the name of California Commercial Fishermen's Association, a non-profit corporation. The parent group was known as the Southern California Commercial Fishermen's Corporation.

Directors of the association are Richard J. Francis, who owns the *Leona B* out of Long Beach; Kenneth D. Holmes, of Sherman Oaks; Robert C. Carpenter, Harbor City; Fred Delight, Redondo Beach, and Wilmer H. Gillette, Wilmington.

COLUMBIA FALL GILLNET SEASON YIELD IS LIGHT

Columbia River fall gillnetting, which closed Dec. 1, produced considerably more salmon than a year before, but this is attributed primarily to the fact that in 1951 a strike curtailed a good deal of the early fall fishing activities.

Observers generally believed that the actual run in 1952 was less than the year before. This estimate is drawn from combining the actual catch with the escapement at Bonneville to give an idea of the number of fish which actually ascended the river.

While fall fishing was good at the very start of the season, it fell off sharply and by the end the boats were not getting much over 150 lbs. per night.

The fishing season will open again Jan. 29, remaining open until March 1, but the take during that time is light and goes entirely into the fresh trade.

Bud Lanthier, formerly with Norfish Sales Co., Oakland, and Jack Bruce, son of Gordon Bruce, manager of the Portland Fish Co., are now associated with Washington Fish & Oyster Co. of California in San Francisco in the sales department.

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Prevents Fouling 4 Times Longer!

- Contains up to 4 times more copper oxide than ordinary bottom paints!
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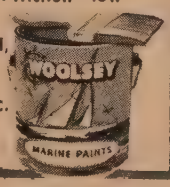
- Long-lasting, economical—for use on wood, plywood or metal bottoms.



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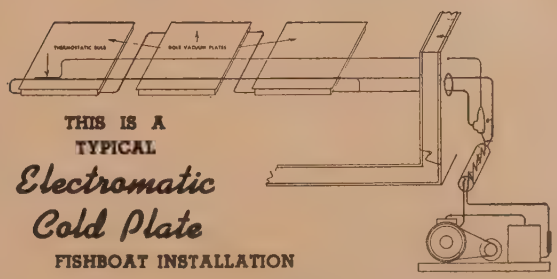

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SIMPLE TO INSTALL AND MAINTAIN

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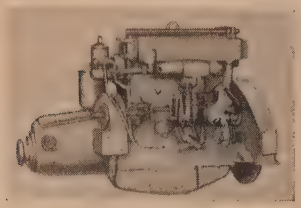

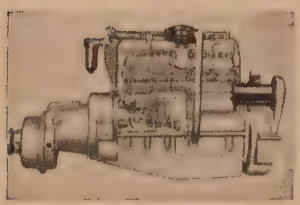

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Moss Landing— Some Albacore Stuck Around For Christmas

Storms in early December held the fleet closely inside Moss Landing as skippers watched and waited their chances to get out for that "last trip". One of the longest seasons on record went steadily on and the men talked about putting up Christmas trees on their boats. Those that did get out between storms returned with two and three-ton loads and it all added up to the good tonnage figures for most of the Albacore fleet.

Robert Stoltz, 34, of Long Beach, Calif., was swept overboard from the *Glacier Bay* north of Moss Landing and his loss saddened the fleet. A heavy fish box went over at the same time and hope was that he would be able to cling to it. Many boats took part in the search. The *Ruth E.,* the *Valma Kelly,* the *Kingfisher,* the *Fortress* and others went back and forth across the ocean where the man disappeared, looking for the box, to no avail.

Planning to leave their boats in Moss Landing for the winter are W. Kolstad on the *Renown* and John Shogren on the *Joyce.*

Most of the northern fishermen are of Norwegian descent but Glen Alley on the *St. Patrick* is so Irish that he has shamrocks painted on the outside of his boat. When he is through fishing for Albacore around these parts, he will return to Eureka where he plans to drag fish this winter.

Frank Hart has tied up his *Mabel M.* and has joined Dick Maier on the *Warrior.* Roy Holdridge, of the *Dorothy V.,* is pleased with his new boat puller, Stanley Galarce of the boat, *G. L. P.* "Sonny" Leber accompanied Conrad Pederson on the *Sun-Ra* to San Pedro where the boat will be caulked. "The Gismo", as Conrad calls him, is a mighty handy boy around the boat, he reports, and is busy doing something all the time.

Tony Leonard of the boat *Jimmie,* was in Moss Landing recently for the first time. Tony is a fisherman and sailor from way back. He fished with his father in Newfoundland as a small boy and later was a crew member of the full sail ships that ran in the grain races from Australia to England. During the war he was on a ship hauling nitrates between Australia and Chile and he reports that out in that vast ocean his boat went through 500 miles of solid Albacore, "and not a troller around," says Tony.

David Fairfield, who accompanied Milton Anderson on the *Lanola* to Seattle, has returned after an absence of several weeks. It was the first time 15-year-old David had been farther away from Moss Landing than San Francisco, so he had much to report about his trip.

The latest skipper to join this community is George Otradovec of the steel troller, *Panda.* George comes from Seaside, Oregon to Seaside, California where he has purchased a home. Dick Maier of the 90′ dragger *Warrior,* also is planning to settle here with Mrs. Maier and small daughters Gloria and Donna. They are from Empire, Oregon.

Among others who have moved here from the Northwest are the Alex Ogrens of the *Jay-Cee,* who came from Aberdeen, Washington and are now living in Watsonville; the Benny Kirchhofs of the *Delle Marie,* who came from Seattle are now living in Aptos; the Lee Bothwells, of the *Albacore II,* formerly of Maupin, Oregon, now living on Dolan Road in Moss Landing; the Orville Pattersons of the *Silver Spray,* who lived in Newport, Orgeon and now make their home in Aptos and the Roy Holdridges of the *Dorothy V.,* also from Newport and now of Castroville.

* * *

Don Hart of the *Marlene* tied up his boat and went out with Jimmie Dale on the *Flyer* for several trips. His brother, Frank Hart, of the *Mabel M.* has joined Dick Maier on the *Warrior.*

* * *

After Jack Mandy of the *Rujac,* did his own refrigeration work last year, several other fishermen have contracted him to do the same for them, this winter. He is already at work on the Roy Johnsons *Christe II,* with Harry Burtraw's *Maui* and Bob Myking's *Ragnar M.,* next on the list.

* * *

The *Caroline II,* skippered by Jack Fohler of San Raphael, was lost in heavy seas outside Moss Landing the last of November. Fohler was rescued by Fay Monser of the *Anita* who was there within minutes after the stricken vessel went under. Keeping in radio contact with Monser so he could get a bearing on him, the two men kept talking until Fohler went over the side.

When the Coast Guard arrived only the bow of the *Carolina II* was above water and two shells dispatched her to the deep, so she would not be a menace to navigation.

* * *

The doughty women of the fleet deserve a special hand. Far from beauty parlors, pretty clothes and the gentle things of life, these first mates declare they would rather be with their husbands than sitting at home worrying about them. Surrounded by the encompassing smell of fish, fighting mal-de-mer and standing in the galley with the stove and table going up and down, they put in season after season of hard men's work. It takes a strong back to pull the fish and strong arms to ice them down but almost without exception these husband and wife boats are successful boats.

Many of these couples have fished together for years, starting with small vesels and working their way up to the big trollers. There are the John Martinsens on the *Isis,* who fished in Alaska before they came down here. For some time up there, they had five floating barges where the fishermen bought gear, fuel and groceries and the Martinsens, in turn, bought their fish. Belle and Gus Johannsen of the *Belle J. II,* have had several boats. They always have a good season, regardless, and then often spend the winter travelling. Leroy and Dosha Herrington are the proud new owners this year of the beautiful 52′ troller, *Peso II.* They, too, are former Alaskans. Leroy had his own boat when he was in his teens and the pair have many a good season behind them.

Mr. and Mrs. Jack Selby on the *Jack Jr.,* were ranchers in Montana but had always yearned for the salt smell of the ocean. When their daughter was married and moved to Morro Bay, the Selbys decided that was the time to make the break. They have been fishing several years together now and Mrs. Selby says she wouldn't be happy at home waiting for news. She wants to be out there when it is made.

George and Pearl Boussum on the *Pollyann,* the Jim Butlers on the *Blue Skies* and the J. L. Munsons on the *Enchanter III,* are among other couples who work as a team in this fishing business.

* * *

Poisoned by water he sampled from the cooling system of his engine, A. G. Shinn Jr., of San Diego, skipper of the fishing vessel, *Bluefin,* was taken off his boat seriously ill. It was reported that Shinn was testing the water for salinity. Heading for port, his engine broke down but he was transferred by skiff to the *Hrvatska,* which took him into Morro Bay. Here, he was taken by the Coast Guard truck to a hospital in San Luis Obispo.

The *Bluefin* was taken in tow by the *Rex.* The *Hrvatska,* after delivering the patient, went back out to help bring the stricken vessel into port.

* * *

Dick Johnson of Hover Equipment Co., in Moss Landing has been a busy man. He recently rebuilt the engine on Bob Entwisle's *Jennie Lou II;* did a valve grind job on Perry Barnes' troller *Venus;* put new seacocks in Gerry Horton's *Short Snort* and helped Horton's *Short Snort* and helped Chuck Goodale install his rebuilt engine on the *Mary Kay.* Dick is an expert G. M. diesel mechanic and in demand where work on these engines is required.

* * *

Alva Gray, formerly with the Port Costa Packing Co., Moss Landing,

women LOVE recipes (on Labels)

CHERRY PIE

Drain cherries from this can, saving juice. Mix together 1¼ cups sugar, 2 tablespoons cornstarch, ¼ teaspoon salt. Add juice gradually and cook slowly until smooth and thickened. Add 2 tablespoons butter and the cherries. Cool. Line pie pan with pastry, pour in filling and cover with top crust, or place strips of pastry over filling in lattice design. Bake in hot oven (450°) 15 minutes, reduce to moderate (350°) and bake about 25 minutes longer.

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Ed Young, skipper of the first sardine boat out of San Pedro, is celebrating his first anniversary—of his marriage to Mrs. Young. The captain and his wife are shown here in the house trailer in Wilmington, playing pinochle, which is his favorite game since retirement from commercial fishing. Captain Young says that in the early days of fishing sardines—back in 1893 and thereabouts—boats received $10 a ton. His first fishing job was on the "Alpha", a 60' fishing boat which ran under sail and had an auxiliary gasoline engine. At the age of 19 he became the skipper of the harbor's first sardine boat. Later he took command of the "Ituna", a steam yacht converted to a trawler, which fished for halibut. During the first World War he took charge of a sea going help harvester, the "Bacchus." He retired a few years ago but he still tells a good fish story! (Herb Phillips photo.)

Calif., is now superintendent of the Santa Cruz Canning Co., Moss Landing, according to Joe Olivieri, general manager of the company.

* * *

Sam Calandrino, well known Santa Cruz fisherman, has purchased the smart little combination boat *Mike* from Ernie Gann. Gann is not only a fisherman and fish boat owner, but is also a prominent author, having written the novel: "Fiddler's Green," which featured the fishing industry around San Francisco, and was made into a movie with many shots being taken at Fishermen's Wharf.

* * *

The Monterey plant of Consolidated Fisheries, Inc., hase been sold to Mission Fisheries of Monterey, and has been taken over by the new proprietors, Nash, John and Dominic Favalora.

Mission has had a plant on Fishermen's Wharf for the past two and a half years. Consolidated, which has headquarters in San Francisco and a number of branches in northern California, originated in Monterey when it took over the old F. E. Booth Co., Inc., fresh fish department in 1934. This department was started in 1913, and the original personnel, including Joe Ferrante, manager, continued with Consolidated. In 1939 Consolidated moved to the Municipal Wharf.

* * *

During the illness of Angelo Maiorana, the Monterey purse seiner *Dux* was run by Augie Zuanich, and Johnny "Butch" Zuanich, formerly of the *Caesar Augusto*.

Eureka Fisherman Suffers Bad Burns in Blast

Friends at Eureka and other northern California ports were watching reports on the recovery of Chester Hicks, Eureka fisherman, injured and badly burned in an explosion and fire aboard the *Aurora,* purse seiner, off Santa Barbara Island during November. Hicks has been under treatment in the Marine Hospital at San Francisco.

Hicks at the time of the mishap was piloting the *Aurora* from San Francisco to San Pedro, for owner Frank Gondalfo. He was caught in the blast as an explosion occurred in the engine room, reports stated. Gush Wamki, of San Francisco, escaped unhurt.

Hicks owns the big dragger *St. Patrick* working out of Eureka and is a brother of Earl Hicks, engineer on the *Balestrieri II.*

Clipper Badly Burned

Marine Greyhound, San Diego tuna clipper was recently so seriously damaged by fire while tied to a pier, her fishing career may be ended. The blaze started in the main engineroom and the vessel's interior was extensively burned. She was insured for $70,000 and Frank Perry, managing owner, estimated the damage to be approximately that. Clipper was the former *St. Therese* and served the navy, with many other Southern California tuna clippers as a refrigerated carrier during World War II.

Grays Harbor—Westport Facilities Due For Expansion

Point Chehalis, which shelters the Westhaven fishing fleet base of Westport at the mouth of Grays Harbor, will be protected by the corps of army engineers according to a report by W. J. Murphy, manager of the Port of Grays Harbor.

Murphy said that present work now under way will perhaps stabilize the portion that protects Westhaven Cove but if erosion continues there are two additional alternate plans developed and approved for accomplishing the work.

Murphy said plans are under way by private companies for construction of quick-freeze, ice manufacturing and cold storage installations.

Maintenance Dredging Scheduled for Monterey

Funds have been made available for maintenance dredging of the Monterey harbor, and the work will begin next spring, the U. S. Army district engineer from San Francisco told a group in Monterey, which included Councilman Shedo "Buck" Russox, General Petroleum agent, and Horace Mercurio, secretary-manager, Monterey Purse Seine Association.

The harbor was first dredged in 1947. It has been done once since that time.

Col. Henry Walsh, district engineer, told the group that his office had submitted a favorable report on the building of a second breakwater in Monterey harbor and that it had received preliminary approval in Washington. Next hurdle, he said, was the final approval before going before a Congressional committee. The delay is caused by presidential order limiting civilian public works to those essential to the defense effort, he said.

Col. Wash told the group that there were no plans for the further development of Moss Landing as a large harbor; maintenance dredging and repair of the breakwater at Moss Landing are the only contemplated operations there.

Westport Fall Trolling Gives Good Yield

A total of 344,737 lbs. of salmon were landed at the Westhaven dock, Westport, during October to boost the total for the first 10 months of the year to 4,197,475 lbs.

Other October landings and year's totals through October were: Tuna, 7,434 lbs., 39,988 lbs.; bottom fish, 10,751 lbs., 151,681 lbs.; salmon eggs, 8,291 lbs., none previous; crabs, none in October, 58,892½ dozen; miscellaneous fish, 30,000 lbs., 41,000 lbs.

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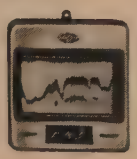

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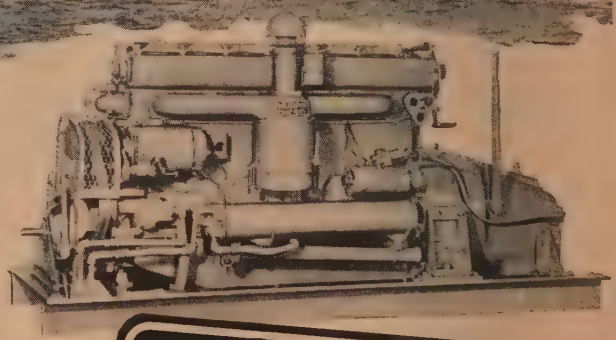

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San Francisco—Two Seiners Suffer Mishaps in South

Aurora, well known San Francisco purse seiner, owned by Frank Gandolfo, en route from San Francisco to San Diego, was crippled by an explosion off Santa Cruz Island last month.

Chester Hicks, crewman, suffered severe burns. He was taken to the island, treated at a Navy hospital and returned to the Marine Hospital, San Francisco, where he is recovering. Otto Wandtke, San Francisco, was skipper of the *Aurora* which was going to San Diego under charter.

Aurora was towed into San Pedro for repairs.

El Capitan, well known former Monterey purse seiner, was in collision with the purse seiner *Fontana,* and sank off Cortez Banks last month. The crew and net of *El Capitan* were saved by the *Western Explorer,* Monterey purse seiner skippered by Frank Manaka.

Ryono Shimazu is skipper of the *Fontana.* The *Fontana* is the former Monterey purse seiner *Marie Joan.*

The Monterey purse seiner *J. B. Compagno,* formerly owned by Benedetto Compagno, has been purchased by San Carlos Canning Co., Monterey.

Joseph Cresci, son of Mr. Mavia Cresci, owner of the San Francisco purse seiner, *Giuseppe Maria,* has been inducted into the Army.

The Monterey purse seiners, *Mineo Bros.,* Frank and John Mineo, and *Lina V. II,* John G. Spadaro, are at Sausalito Shipbuilding Co., Sausalito, for general overhaul and repair.

The San Francisco purse seiner *Giuseppe Maria,* Johnny Cresci, skipper; and the Monterey purse seiner, *New Roma,* Nina Davi, skipper at the ways at Anderson & Cristofani, San Francisco, for general overhaul and repair.

Miss Anita Maiorana, daughter of Pietro "Pete" Maiorana, skipper of the well known Monterey purse seiner *Diana,* and Victor E. Ferrante, son of Sal Ferrante, formerly president of Oxnard Canners, Inc., Monterey, were married at San Carlos church in Monterey last month.

The young man is now serving in the Navy. Following the wedding there was a big reception at the Highlands Inn, Carmel Highlands.

The San Francisco purse seiner *Cavalieri* last summer was under charter to the U. S. Fish and Wildlife Service, and spent five months on an exploratory tuna fishing expedition some 1000-1500 miles south of Honolulu.

She brought in 48 tons of Yellowfish and Skip-Jack, and some marlin and shark. Bobby Lee was the skipper and Wm. "Scotty" Napier was engineer. The trip was in charge of Al Acona, F&WS, working under O. E. Sette.

Bob Cole, partner in Fortune Fisheries, San Francisco, accompanied by Mrs. Cole made an interesting trip East this fall. They flew to Boston, rented a car, drove up through New England to Maine, returned to Boston, flew from Boston to New York, and then flew home.

Oswald Machine Works, foot of Hyde St., San Francisco, Murphy diesel engine distributors have installed a dynamometer for testing diesel engines, according to Charlie Oswald, one of the partners.

"The dynamometer will test all makes of diesel engines up to 500 hp.," said Mr. Oswald. "By testing re-built diesel engines on this machine, we can send them back to the owner or buyer with the assurance that they will put out exactly the right horsepower."

Oren Addleman, Juneau, Alaska, has installed a complete Loran set on his boat *Dolores J.* The set which includes charts from Mexico to Alaska, was purchased from Chuck Neumiller, Marine Radio Electronics, Fishermen's Wharf, San Francisco.

D. Tringali, skipper of the San Francisco combination boat *Dana T.,* had the diesel engine of his boat completely overhauled at the shops of Shore Line Diesel Maintenance, Fishermen's Wharf, San Francisco.

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Petersburg Port Pick-ups

An October social event in Petersburg was the marriage of Miss Clara Dahl to George Lesher at the Evangelical Lutheran Church, with Rev. John Hopp officiating. Miss Dahl is the daughter of Mr. and Mrs. Chris Dahl. Mr. Dahl is a partner in the Kayler-Dahl Fish Co., local cannery and cold storage. Coming from Seattle for the event were Mr. and Mrs. Dean C. Kayler.

Art Thieberge and his mother, Mrs. Ed Scott left early in November on his boat the *Sara E.* While in Petersburg he was busy overhauling the engine of the *Exceed* which belongs to Ed Scott, who has been in the Marine Hospital, Seattle, for several months. Mr. and Mrs. Irwin Cole will take the *Exceed* to Seattle on their return trip to their winter home in North Adams, Mass. They left their own boat in Juneau for the winter.

New lights are a welcome hi-light on the new floats completed in early fall by J. V. Cole and Paddock Co.

Elsie Wilson, who has been bookkeeper at the Petersburg Cold Storage, has returned to her home in California. Mrs. Vernon Counter has taken over her duties at the Cold Storage office.

Arne Trones has been busy all fall hauling gravel on his barge with the *Arne T* for the many building projects in town.

Al Frederickson has left for the south on his boat the *Whidby.* Harbormaster Dick Hanson is back on the job for the winter months. He notes that approximately 127 boats are in port. He has been busy getting the boat owners down to the floats and arrangements are being made for a permanent winter set-up for the boats.

Mr. and Mrs. Hans Anderson have left on their boat *Betty* to spend the winter in the south.

Eureka Crab Vessels Readied for Season

During the inter-season lull at Humboldt Bay, pending opening of the winter crabbing season, a number of boats were put up on the ways for repair or overhaul. The vessels included the *Lynn Ann,* owner Herman Foland; Carl Lundberg's *Mary Stuart;* Milton Pellegrini's *Rose P.;* the *Neva D.,* skippered by B. Riccovich; the *Fairwind,* owner George Smith; the *Janet Ray,* operated by Wayne Golsalves; the *Westwind,* owned by Ed Grotting; and Harry Howard's *Donna.*

Pelican's Pouch

Oscar R. Haynes, Jr., of Pelican, Alaska, has purchased his father's share of the troller *Swan.* The departure of the elder Hayneses, who had made up the rest of the crew, necessitated the finding of a new cook, so Miss Betty Mork, of Pelican, took over the duties when she became the bride of Oscar, Jr., in Juneau, October 17. Betty is one sea-faring wife who won't become frightened or sea-sick when the *Swan* gets in heavy seas, as has been demonstrated in her recent Carnegie citation for her part in the rescue of Helvig Christiansen in Cross Sound, about two years ago.

Oscar Haynes, Sr., and his wife (The Pelican) have purchased the home of Walter Larsen, in Elfin Cove and will operate the Standard Oil dock there. Oscar says that no one can take Walt's place, but he will do his best to give fishermen courteous, dependable service, day or night.

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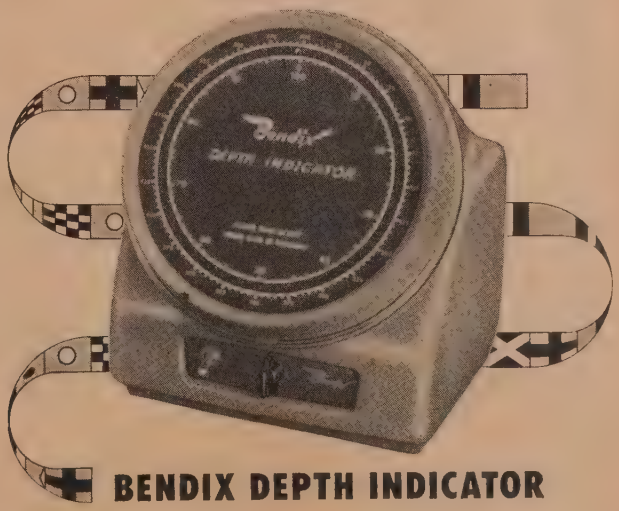

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DATA

PRODUCT	Chevron Starting Fluid
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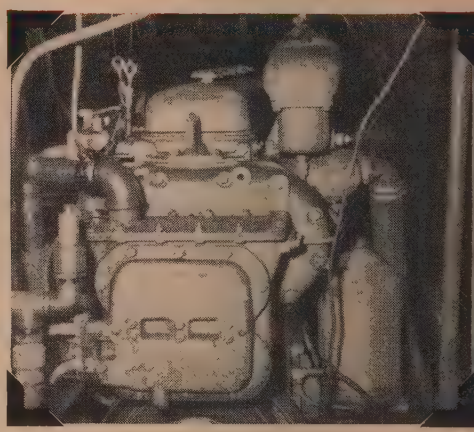
CONDITIONS	Zero weather — emergency service
EQUIPMENT	Permanent primer with atomizer on manifold
FIRM	Elliott Bay Tugboat Co., Seattle, Wash.

Starting fluid ends excessive battery expense!



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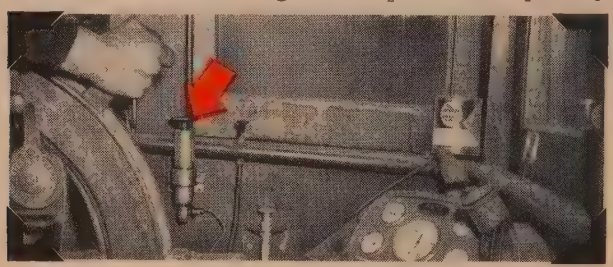
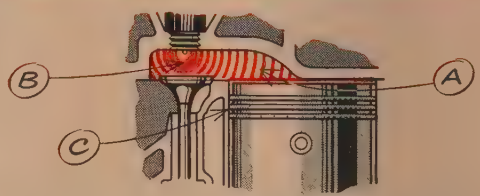


PUNCTURING TOOL mounted in the wheelhouse (arrow), holds gelatin capsule of Chevron Starting Fluid. Fluid from the capsule is pumped through atomizers into the manifold. Chevron Starting Fluid is available in 3-pint cans, and 7- and 17-cc capsules. Your fluid supplier has complete primer equipment.

How CHEVRON Starting Fluid Starts Gasoline and Diesel Engines Instantly



A. Atomizes in lowest temperatures and provides powerful, easily ignited vapor in combustion chamber.

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STANDARD OIL COMPANY OF CALIFORNIA

ort Angeles Radar May Aid Fishing Boats

Possibilities of their new radar installation on Ediz Hook, Port Angeles, Wash., is seen by Puget Sound pilots, who point out that in times of poor visibility the pilot station radar will make it possible to direct a rescue vessel to a disabled craft—and particularly one unable to communicate, either because of equipment lack or disability.

The new Puget Sound Pilot's radar is a standard Sperry instrument, supplemented by an Apelco radiophone supplied by Northwest Instrument Co.

Sperry engineers say the pilot radar is only the latest in a long line of installations, radio compass pilots, radar, and particularly loran, which are serving the fishing fleets.

This use of loran is becoming general in the North Pacific trawl fleet, particularly as the draggers run their gear to extreme depth, where precise positioning is a matter of prime importance to the success of fishing. In Pacific ocean perch fishing and the new fishery for ocean shrimp the ability to get back to exactly the same spot is of utmost importance. The shrimp, for example, are found almost exclusively on green mud bottom—and loran offers the most exact and quickest method of finding that color bottom on the next trip.

JUNEAU JOTTINGS

A. J. Sprague of Juneau, well known in Alaska fisheries, died recently. He was 72.

Mr. Sprague at one time was with the Bureau of Fisheries (later included in the Fish and Wildlife Service) and was also a commissioner with the old Alaska Department of Fisheries, which had a two-year life in 1923 and 1924.

Mr. Sprague had no known living relatives.

* * *

Homer Saxon's troller *Jeanine* is helping solve Juneau's housing problem. Mr. and Mrs. William McNulty, former Californians who came to Alaska's capital last fall, are living on it.

Tony Foss is the new owner of the troller *Amor*. He bought it from Ed Hibler when Ed moved to Haines.

Harold Hargraves has taken the packer *Apex* home to Hunter Bay after purchasing it from Peter Bond.

Don Stanworth brought the 55′ seiner and halibuter *Ocean Cape* to Northern Commercial's Juneau installation and had a peculiar ailment corrected. The *Ocean Cape* had a sliver on the keel pointing forward and, with no discretion at all, collected miscellany from the water and towed it along.

Scott Lynch, well known in Alaska as a fisherman on his troller *O.K.*, is Juneau's new harbormaster. He replaces Lin Geiger, who resigned.

* * *

The green house of the harbormaster has been moved to solid ground 50 yards north on Harbor Way from its previous location.

* * *

Scott Lynch has put his 35-foot *O.K.* up for sale.

* * *

Ike Puustinen is back from Peril Straits with four deer aboard his troller *Julia D.* He and three other hunters all were successful.

* * *

The changing of the seasons was marked when Ted Shilders went out in his troller *Lee* to lay out a trapping area.

* * *

Roger Bailey's *Norfin* towed Edward Waltonen's *Penelope* (31B78) into the harbor recently. Waltonen, a Pelican troller, and three Juneau men, Dr. Clayton Polley and sons Ernest and Roger, were returning from a deer hunt when they ran into trouble in the form of a stup piling, or something similar, in front of the Treadwell property on Douglas Island. The troller started to sink and they beached it. Later the Coast Guard showed up to apply a soft patch and the *Penelope* made its undignified trip in. No deer, either.

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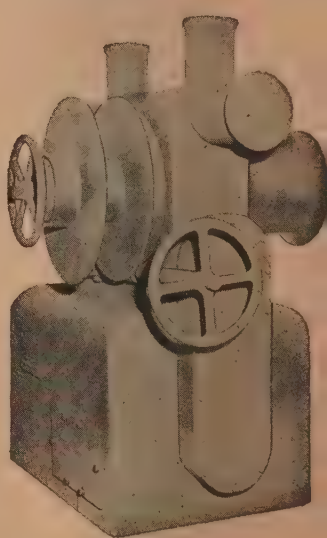

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ARNE STROM — HALDOR DAHL

SAN DIEGO BITE-SIZE ITEMS

St. Agnes, 47-foot live bait boat, verturned and sank while attempting o rescue a crewman swept overboard, ccording to *Capt. Ernest G. Lapaeck,* who was returned to San Diego board the fishing boat *Liberty.* The kipper said that a Mexican national ell overboard when the vessel sudenly broached to starboard about 400 niles south of San Diego. As the *t. Agnes* turned to pick him up, she eeled over. The four-man crew left he sinking boat in a skiff and rowed o the nearest boat, the *Beverly.* . . .

The sinking of the tuna clipper *Princess Pat* cost the life of one of the rewmen, *Andrew L. Morino,* of San Diego. The loss of this clipper and he *St. Agnes* has brought the total f lost San Diego boats for 1952 to 5. Marine underwriters and surveyors say this record has no equal n the history of the fishing fleet or, s a matter of fact, in shipping hisory generally. *Anthony Chiappe* was o-owner of the *Pat,* with *Capt. Manuel Gonsalves* and *Louis DeFalco.* The sinking occurred near the Galapaos Islands early in December. . . .

The San Diego tug *Challenger* was n route in early December to make tow for the 125-foot tuna clipper *American Boy,* disabled in the Galapaos. It was estimated that it would take the tug 12 days to reach Tagus Cove at Albermarle Island. The clipper is said to have 175 tons of tuna aboard. . . . Late in November the 41-foot *Anna G* sank off the coast of Lower California. Crewmen George Schandelmeir and Joseph Paulick were rescued by the *Amado* out of Newport Beach. . . . On the same day the *Reliable* was reported to have sunk off Abreojos Point. *Mrs. Cornelius Leoser,* of Newport Beach, wife of the owner, said she had received a wire from her husband, notifying her of the sinking. . . .

Marie Louise, owned by Steve Zolezzi, has a new power plant for the tender, a Universal-Four, 25 hp. 4-cylinder, supplied by Shepherd Marine in San Diego. . . . The American Tunaboat Association became a cooperative January 1, after the merger of the group with the recently formed California Tuna Clippers Cooperative. The name continues to be American Tunaboat Association. . . . A Rome shipping firm is said to have purchased the San Diego boat *New Hope.* . . . The boat had left San Diego several months ago to fish in the Gulf of Aden. . . . Another November casualty in the San Diego fleet was the *Sea Lady,* which lost her rudder off Baja and had to return to port under tow of the *Pacific Retriever,* Long Beach tug. . . . Good news amidst all the bad reports of fishing boat losses, etc., is the return of the *San Luis* to fishing for *Victor Salazar,* of Ensenada. The 65-footer was reported by the San Diego Marine Construction Co. after she was raised from the bottom five miles off Cape Colnett. . . . The keel had to be replaced, new planking installed, guard rails built, and the engine completely overhauled. . . .

Here's the last report of a fishing boat lost: the *Miss California,* which burned and sank in November near Magdalena Bay. The 12 crew members were rescued by the *American Lady,* which they reached by skiffs. Crew members reported that the fire was preceded by several explosions. *Miss California's* skipper and part owner is *Capt. Manuel J. Sousa.* The clipper was built in 1950 by Peterson Boat Building Co. of Tacoma, Wash. She was 96-feet long, fished for French.

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FOR SALE: 40 ft. salmon-tuna boat; unusually roomy cabin-galley, sleeps 4, direction finder, radio telephone, Chrysler engine, excellent condition, fully equipped. Reply Box 141, PACIFIC FISHERMAN'S NEWS, 71 Columbia St., Seattle 4, Wash.

BOAT FOR SALE: "Victory" 50' purse seiner good condition. Built 1943. Iron Mike, radio, DF, 1 year old jitney-seine 3½ strips 260 fathoms long. Price $16,500. Located Blaine, Wash boat harbor. Write A. D. Fleming, Kimberly, Oregon.

FOR SALE: One new Chrysler Crown marine engine, 2:56 to 1 reduction gear, right hand rotation with Hydraulic control, Power take-off. $400 discount. Contact Mr. Steven, Steven Motor Co., 733 St. Helens Ave., Tacoma, Wash. Phone FUlton 2434.

FOR SALE: Troller "Westover," 38' long, $6500. Chrysler Crown, Freeman pilot, Direction finder, two-way radio, six spool gurdies, trolling gear complete. Boat at Westport, Wash. Inquire at 5121 No. Defiance St., Tacoma, Wash.

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FOR SALE: 30' troller, DA Buda, head, two bunks, galley, Lucky gurdies, two anchors, three wheels, 1¼ cedar planks, oak ribs, crab boom, 6' head room. $3200. George Justman, Rt. 3, Box 323 Petaluma, California.

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Trollers Attack State Ocean License Laws

An injunction to prevent Robert Schoettler, Washington state fisheries director, from enforcing certain parts of the state fisheries law, was filed in Thurston county superior court by 59 Ilwaco and Westport fishermen November 17. The suit, third of its kind, seeks to prohibit the state from enforcing the fisheries vessel license tax, individual commercial fishermen's tax, the 2% landing tax and the November 1-March 15 closure on Silver and Chinook salmon the four points to apply only to fishing beyond the three-mile limit. A similar suit was brought by 60 Westport fishermen last February and an injunction was obtained but applied only to the 60.

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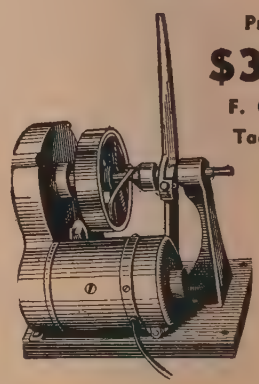

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San Pedro Seine Sets

Aurora, which exploded, caught fire and sank off Santa Cruz Island in 220' of water was raised by the efforts of *Louis Sims,* marine surveyor, and *Al Hansen,* Avalon diver. But appraisal of the boat at drydock in Al Larson's Boat Yard, indicates that the boat will be a total loss. *Aurora* is a 90-footer out of San Francisco. . . . The *Blue Sky,* built in 1930, which exploded and burned off Catalina Island in mid-November is also a total loss. The burned hulk was towed to Catalina. Captain of the boat was *Marco Cvitanich.* The 12 crewmen, uninjured, were rescued from the water by the *Nyna Rose II.* . . .

Bill J. Wagner, Long Beach, one of the fishermen leaders active in campaigning for a restriction on imports of frozen tuna, testified at the recent hearings before the U.S. Tariff Commission in Washington, D.C. . . . The 1953 Fishermen's Fiesta Committee has $9600 in the bank as a starter toward the festival next year. . . . The *El Capitan,* after her collision with the *Fontana* early in the morning of Nov. 18, sank off San Diego, represents another loss to the San Pedro fishing fleet. The seiner was hit amidship and split in two. The boat fished for the Terminal Island Sea Food Co. Created from the "remains" of two ill-fated purse seiners is the new *Joy M.* The *El Padre,* which burned, and the *Esperia III,* which hit the breakwater last year, were utilized to make this new purse seiner which is now fishing. . . .

Miracle of Fatima—this is the temporary name of the 52-foot purse seiner which has recently been completed by the Al Larson Boat Yard. The boat was used to publicize the new movie "Miracle of Fatima", and was blessed by Monsignor Scott, of Mary Star of the Sea Church in San Pedro. . . . The *New Marettimo,* of Monterey, *Joe Spedano,* was recently on the ways at Forster Shipbuilding Co. for an Atlas bottom paint job. . . . Forster also had the *Windward* in the yard for a wheel balancing job by Lambie Propeller Co. . . . Vic Langner, genial manager of Fellows & Stewart's marine hardware and engine services, has suffered a stroke and has been away from his job for some three weeks now.

Nick Karuza, who formerly had an interest in the *Balboa, Blue Sky, Mary-John,* is now chef on the *Star Kist.* He's an expert in preparing tuna-spaghetti Slavonian style. He had a big job recently serving members of the press who were guests aboard the *Star Kist* in connection with the opening of French Sardine Company's new plant. . . . *Vincent J. Marinkovich,* who was partner on the *Fearless* before she became the *Star Kist,* is now skipper of the boat which is the "research" boat for French Sardine Co. The ex-fishing boat was built by Al Larson in 1935.

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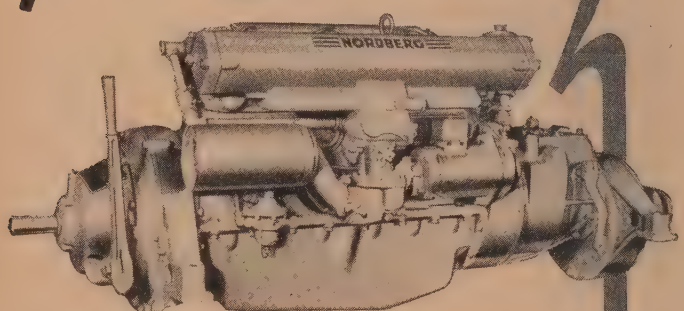

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*The *KNIGHT* (145 H.P. at 3200 rpm); the *MUSTANG* (130 H.P. at 3000 rpm); the *BULLET* (110 H.P. at 3400 rpm); the *MARLIN* (110 H.P. at 2500 rpm); the *ARROW* (95 H.P. at 3200 rpm); and the *BLUEFIN* (95 H.P. at 3200 rpm).

For full details, write for BULLETIN 193.

1. *Seven* main bearing crankshaft—less load per bearing—for lon life and low maintenance.
2. *Spark plugs* 100% water-proofed with double water-tight seal— no condensation—plugs will fire even if tops are completel *submerged.*
3. *Trouble-free* water pump—gearless*, single shaft—easily mai tained.
4. *Gear driven* generator, charges even when idling.
5. *All metal* marine fuel pump—no glass bowl to crack
6. *"Double-Pass"* manifold assures even water temperature throug out the engine—*one piece* uni-metal casting includes wate jacketed heat riser.
7. *Jet cooled* exhaust valve seats for controlled heat dissipation an prolonged valve life.
8. Rotated valves (KNIGHT and BULLET)—increases valve life.
9. *B.M.I.N.* approved air intake silencer.*
10. *Oil cooler* —automatically controls oil temperature.
11. *No belts* to adjust—all accessories gear driven.
12. *Fully-enclosed* flywheel.*
13. *Oil filter*—replaceable cartridge type.*
14. *STA-NU-TRAL* clutch—positive neutral.*
15. *Reduction gears*—force feed lubrication—available in four mo popular ratios—all designed and built by Nordberg.
16. *All engines* built for ready installation of optional equipment— no machining required.
17. *Hydraulically-operated* Paragon reverse and reduction gears o tional in comparable ratios at no extra cost.*
18. *Stainless steel* ignition wire—no corrosion.
19. *Six volt* electrical equipment is standard; 12 volt availabl optionally.
20. *Built-in* auxiliary pulley drive optional on all models.
21. *New clutch pulley* for auxiliary driven equipment, optional. 180 twist of handle instantly disengages auxiliary driven equipmen eliminates need of taking V-belt off of sheave by hand.
22. *Low cost* Twin-Disc front end clutch power takeoff optional- crank jaws included.
23. *Single or double* flywheel pulley optional.
24. *No extra charge* for opposite rotation engines.*
25. *Extra heavy flywheel* assures continuous, smooth operation low speed.
26. *Reduction gears* can be offset up or down.
27. *Attractive,* indirectly lighted instrument panel.*
28. *Clean engine lines*—no "plumber's dream".
29. *Cylinders and cylinder head*—electric furnace chrome-nickel gre iron with full length water jackets.
30. *Crankshaft*—statically and dynamically balanced. Drilled f force feed lubrication.
31. *Main and connecting rod bearings*—full precision, shell type.
32. *Pistons*—aluminum alloy.
33. *Valves*—inlet—chrome nickel steel. Exhaust—Austinitic steel.
34. *Camshaft*—mounted on *four* bearings with force-feed lubricatio
35. *Oil pump*—gear type, providing pressure lubrication to all cran shaft, camshaft, accessory and water pump drive shafts, auxiliar drive shaft, and reverse and reduction gears. Suction is fitted wi large Floto-type screen.
36. *Carburetor*—Zenith marine up-draft type, with both idling an high speed adjustments.
37. *Oil pan*—cast iron, with two large openings to facilitate cleanin and inspection.
38. *Engine supports*—four-point suspension on all engines; easi alignment and greater accessibility. High rear supports availab on direct drive, 1.88 and 2.44 reduction gears at no extra co
39. *Thermostat*—140° for salt water operation, 170° for fresh wat operation optional.
40. *46-page operators manual* included with every engine.
41. *Service* available in all marine localities.

*Except on BLUEFIN model

NORDBERG MFG. CO.

Milwaukee, Wisconsin

Golfing Salmon Packers on Olympic Links

Jack Salmon is Winner Of Miller Freeman Trophy

Jack Salmon, president of the Oceanic Sales Co., and vice president of the General Fish Co. and the Alaska Year Round Canneries Co., won the Miller Freeman Challenge Cup at the 26th annual golf tournament of the Association of Pacific Fisheries, held in connection with the organization's 29th convention in San Francisco in November.

Other winners at the tournament were:

Jack Horner Trophy, *Sam Rubinstein*, presented by W. H. "Jack" Horner—Farwest Wrangell, Inc.

Trophy of the Second Vice-President, presented by Standard Oil Co. of California—*Fred Sandoz*, Columbia River Packers Association.

Trophy of the Secretary, presented by Plymouth Cordage Co.—*Jack Hanover*, Egegik Packing Co.

Trophy of the Advisory Board, presented by Alaska Steamship Co.—*Warren Gilbert*, Farwest Fishermen, Inc.

C. P. Hale Memorial Cup, presented by Mrs. C. P. Hale—*Frank Wright, Jr.*, Pyramid Fisheries, Inc.

Trophy of the President, presented by Continental Can Co.—*A. L. Rogers*, Scow Bay Canning Co.

Trophy of the Third Vice-President, presented by E. H. Edwards Co.—*F. R. Sutherland*, Farwest Fishermen, Inc.

Trophy of the Treasurer, presented by Tubbs Cordage Co.—*Fred Buhrman*, Farwest Fishermen, Inc.

Trophy of the First Vice-President, presented by Pacific Marine Supply Co.—*A. E. Allen Jr.*, Klawock Oceanside Packing Co.

Trophy of the Fourth Vice-President, presented by The Linen Thread Co.—*Jack Lind*, General Fish Co.

Trophy of the Industry, presented by Container Corporation of America—*L. G. Wingard*, Wingard Packing Co.

Trophy of the Board of Trustees, presented by National Bank of Commerce—*William Calvert*, San Juan Fishing and Packing Co.

Trophy of the Salmon Bowl, presented by D. K. MacDonald & Co.—*Jack Brennan*, Haines Packing Co.

Association of Pacific Fisheries trophy (open to players in associated industries)—*R. M. McPherson*, Continental Can Co.

Trophy by National Canners Association, Northwest branch—*K. L. Williams*, E. H. Edwards Co.

Second division trophy by National Canners Association—*H. M. Blinn*, Continental Can Co.

Second division trophy of Association of Pacific Fisheries—*C. W. Roberts*, American Can Co.

Bank of California trophy—*A. G. Clark*, Oregon Marine Supply Co.

A Continuously Constructive Force in the Salmon Industry . .

OCEANIC SALES COMPANY

3302 Smith Tower

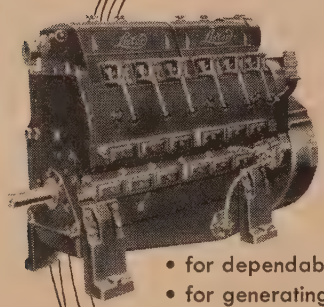
SEATTLE 4, WASH.

CANNED SALMON

Cable Address:
"NAECO" All Codes

Lister

"FR" DIESELS
FOR MARINE SERVICE



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8 TO 54 HORSEPOWER

- for dependable propulsion
- for generating electricity
- for water pumping
- for deck and hold winches
- for refrigerating machinery
- for emergency service

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THE NATIONAL SUPPLY COMPANY
SPRINGFIELD, OHIO
Distributors of Lister Diesels in the U. S. A.

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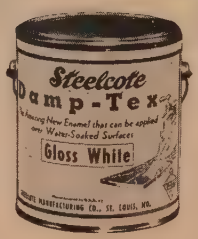

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THE WET SURFACE ENAMEL

★ Adheres, Dries and Gives Perfect Service on Wet Surfaces Where Ordinary Enamels Fail.
★ Does Not Crack, Check or Blister.
★ Non-Toxic—Will Not Taint Food.

General Supply Corp.
3155 Elliott Ave., Seattle 1, Wash. • ALder 6000

Ball-Band Boots for Longer, Comfortable Wear

Fishermen enjoy full protection with day-long comfort in this lightweight, special Ball-Band Vac quality boot.
Buy Ball-Band for honest boot value.
Look for the ® Red Ball on the Boot

TRADE MARK

BALL-BAND
MISHAWAKA • INDIANA

One of the nice things about the conventions of the Association of Pacific Fisheries is that the ladies are welcome—and attend in goodly numbers. Here are a few of them at the San Francisco convention of the salmon canners' organization. Top row, from the left: Mr. and Mrs. Guy V. Graham; Edward Cunningham, with Mr. and Mrs. August Buschmann; Mr. and Mrs. Vance F. Sutter. Lower row: W. J. Manahan, Mrs. Clarence Payne, L. G. Wingard, Clarence Payne, G. S. Duryea; Mr. and Mrs. Aubin Barthold; Mr. and Mrs. Donald T. Saxby, Mr. and Mrs. Robert Stolk.

Salmon Canners Elect Officers for 1953

Vance F. Sutter, president of the Hidalgo Island Packing Co., was elected to a third term as president of the Association of Pacific Fisheries at its convention in San Francisco in November.

Aubin R. Barthold, president of the Alaska Packers Association, was re-elected first vice president. C. F. Johnson, vice president, Port Ashton Packing Co., was elected second vice president, succeeding J. A. Green. A. W. Brindle, president, Wards Cove Packing Co., succeeded Edward W. Thompson as third vice president; and T. F. Sandoz, president, Columbia River Packers Association, was chosen to the office of fourth vice president vacated by the advancement of Mr. Johnson.

Trustees for 1952 were all re-elected, except as indicated below, the board being composed of:

Vance F. Sutter, chairman; A. R. Barthold; Frank Wright, succeeding the late E. M. Brennan; A. W. Brindle; August Buschmann; Lawrence Calvert; Daniel Campbell; H. B. Friele; G. V. Graham; Nick Bez, succeeding the late P. E. Harris; G. P. Halferty; L. T. Kreielsheimer; E. E. Murray; C. J. Sebastian; E. E. Willkie, succeeding A. W. Shiels, resigned; Harald Synnestvedt; T. F. Sandoz, succeeding E. W. Thompson, resigned; A. W. Wittig.

Babine Block Clearance Contract Is Awarded

The Canadian government has awarded a contract to General Construction Co., Vancouver, B. C., for excavation and removal of rock obstructions on the Babine river resulting from the slide that occurred during the summer of 1951.

Cost of the project, which is to be completed next April, is estimated at about $500,000.

The Babine is one of the principal tributaries of the Skeena river and is one of the most important salmon spawning areas in northern British Columbia. When the slide occurred it was feared that the loss might be comparable to that on the Fraser river at Hell's Gate in 1913, which over the years resulted in many million dollars worth of damage to the Sockeye salmon fishery.

Charles Clay, chief engineer for the department of fisheries in British Columbia, now states that it will not be necessary to erect fishways on the Babine, and that some 200,000 spawning fish are believed to have reached the grounds in 1952 despite the rocky obstacles. The condition of these fish, and their ability to spawn effectively, is still in question.

Manabi is the new name of the former **Yvonne**, owned by Van Camp Sea Food Company, and sold to Morris Rankin for fishing duty out of Manta, Ecuador.

They were hosts at one of the Salmon Canners Convention parties. From the left, Tony Cincotta, Cincotta Bros., San Francisco; J. E. Richardson, Pacific Coast manager, The Linen Thread Co.; Edward Cunningham, president, Pacific Marine Supply Co.; Geoffrey V. Crowe, The Linen Thread Co.; R. D. Ladd, Pacific Coast representatives; and Bartlett B. Bradley, vice president and sales manager, Plymouth Cordage Co.

The Aleutian oasis maintained by the Alaska Steamship Co. on the Olympic golf course, San Francisco, during the Association of Pacific Fisheries golf tournament. Left to right, D. E. "Ned" Skinner, vice president and general manager, the Alaska Line; John Plancich, Fishermen's Packing Corporation; W. J. Manahan and G. S. Duryea, Alaska Line; A. J. Bacon, Salmon Terminals.

New Canadian Minister Boosts Salmon Sales

John M. Buchanan, president of B.C. Packers, Vancouver, B.C., and chairman of the Fisheries Association of B.C., recently introduced fellow townsman James Sinclair, newly-appointed Canadian minister of fisheries, to members of the Fisheries Council of Canada at a luncheon meeting of directors in October.

Mr. Sinclair demonstrated a few days later that he intends to help the industry with a promotion job to sell more fish. In a national broadcast he gave an effective sales talk to the housewives of Canada urging them to serve more canned salmon and other fish.

John A. Head, Bristol Bay Superintendent, Dies

Alaska salmon canning lost one of its sterling superintendents Nov. 28 in the sudden death of John A. Head, superintendent of the Bristol Bay Packing Co. cannery at Dillingham.

Mr. Head, who was 51 years of age, was stricken and died at his old home at Cathlamet, Wash., where he had gone from Seattle for the Thanksgiving holiday. He was former mayor of Cathlamet and his passing was a matter of great public sorrow and loss in that community, which had been his life-long home.

His first connection with the salmon business was with the Warren Packing Co., which formerly had a cannery at Cathlamet. He then went to Bristol Bay with the Alaska-Portland Association, a Warren interest. Following the sale of this company to Pacific American Fisheries, he was for 13 years foreman of the "Warren" cannery at Naknek. Subsequently he became superintendent of the Columbia River Packers Association's "Combine" cannery at Nushagak, serving there for three years until this operation was consolidated with that of the Bristol Bay Packing Co. on the Nushagak, when he became superintendent of the latter's big cannery at Dillingham. He had held this post for five years at the time of his death.

Mr. Head was a quiet man, but an exceedingly effective superintendent, with a lifetime of experience in the exacting fisheries of Bristol Bay.

O. L. Grimes, Veteran Kodiak Canner, Dies

Oscar L. Grimes, who had operated the Grimes Packing Co. in the Alaska salmon canning industry for two score years, died suddenly at Seattle, Dec. 8, at the age of 74.

He was born in Tennessee and went to Alaska in 1904. After engaging for a time in the mercantile business, he established the Grimes Packing Co. with a cannery at Ouzinkie. The cannery was sold to the Ouzinkie Packing Co. in 1951, but Mr. Grimes maintained the Grimes Packing Co. in the business through the operation of the freezerships *Alert* and *Reefer No. 2*. These vessels engaged in the Bristol Bay freezing trade in 1951 and 1952.

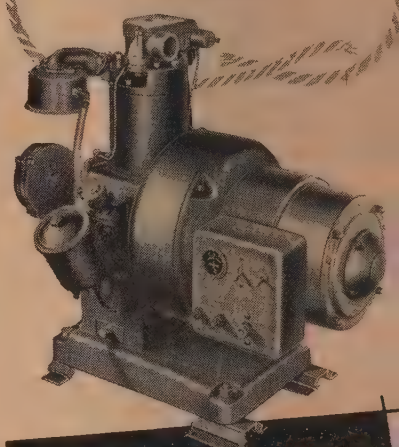
Mr. Grimes is survived by his widow, a sister and three brothers.

San Pablo Reduction Plant to Peru

Industrial Maritima, S.A., with headquarters at Lima, Peru, has purchased the reduction plant of San Pablo Fisheries, Pt. San Pablo, San Francisco Bay, and is erecting the plant at Casma, near Chimbote, Peru, where it will reduce anchovetas, and machetes, a herring like fish.

Jorge E. Ganoza, manager of the company, was in San Francisco last month, making arrangements for the purchase of the plant.

ONAN *Announces*
Two New Diesel
Marine
ELECTRIC PLANTS
(WATER-COOLED)



3,000 WATTS, Model 3MDSP
SINGLE-CYLINDER (SHOWN)
5,000 WATTS, Model 5MDRP
TWO-CYLINDER OPPOSED

Here's dependable, low-cost electric light and power for more efficient operation, more comfort aboard your craft. Plant starts at the push of a button, supplying electricity for radio, lights, pumps, ventilators, refrigerator and other equipment.

Designed for marine use, these Onan water-cooled Diesel Electric Plants are unusually compact with clean design, simplifying installation. Operate economically on a variety of Diesel fuels.

Both the 3KW and 5DW models in all standard A.C. voltages; 32-volt, 3KW battery charger.

True Marine Features

Power-take-off shaft • Engine and generator direct-connected • Corrosion-resistant generator and controls • Rubber impeller water pump • Water-cooled muffler • Vibration dampeners • Air-intake silencer • Low oil pressure cut-off • High water temperature cut-off • Easy electric starting.

AUTHORIZED DISTRIBUTORS

Onan ELECTRIC PLANTS

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FREMONT ELECTRIC COMPANY
744 North 34th, Seattle, Washington
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BUDA ENGINE & EQUIPMENT CO.
2580 N.W. Upshur, Portland, Oregon
(California & Nevada)
ETS-HOKIN & GALVAN
551 Mission St., San Francisco, Calif.
218 N. Avalon Blvd., Wilmington, Calif.

Tough! Trouble-free! Buoyant!

NEW SPONGEX SEINE FLOATS

of cellular plastic

Several Pacific fishing fleets tested a new plastic seine float during the past season. Reports coming in confirm that this new float—the Spongex float—sets a new high in performance.

Molded of cellular plastic, these floats are easier to handle and have greater buoyance. Their design and smooth surface helps eliminate tangling on line and nets. They do not absorb water, they never need drying out. Even a puncture does not affect buoyancy.

Compressed under 25 ton pressure, the float returns to shape undamaged a few minutes after pressure is released. The smooth plastic surface needs no cover or protective finish. They won't rot or crumble.

One Spongex float can do the job of three regular type floats. Each ounce of the Spongex float supports 9½ ounces. And buoyancy remains constant, since this new float won't become waterlogged.

For complete information on Spongex floats contact:

C. J. Hendry Company
111-121 South Front Street
San Pedro, California
Branches—
Terminal Island, California
San Francisco, California
San Diego, California

Nordby Supply Company
1300 Western Avenue
Seattle 1, Washington

Lipsett's
Vancouver, B. C.

Marden and Hagist
N. W. 14th Avenue
and Savier Street
Portland 9, Oregon

THE SPONGE RUBBER PRODUCTS COMPANY
695 DERBY PLACE, SHELTON, CONNECTICUT

ANOTHER SPONGEX PRODUCT

Winter Herring Venture In Alaska Encouraging

The experimental winter herring season in Southeast Alaska, provided to test the possibility of a winter fishery similar to that of British Columbia, was reported at presstime to be producing encouraging results for W. R. Lebo's Alaska By-Products Co. plant at Ward's Cove, the only one then operating.

Mr. Lebo has two boats fishing for the plant and they were reported to have struck very good fishing around Dec. 1, with the yield continuing in the rather limited area where operations were permitted—south of 55° north latitude, which opens southern Clarence Straight, southern Revillagigedo Channel, and Cordova Bay.

At presstime it was reported that another herring outfit might take a couple of boats north, operating with the floating reduction plant *Pacific Rim* under charter from Foss Tug & Barge Co.

Port Orford Fish Co. Adds Freezing Facilities

Ed Kaakinen, owner of the Port Orford Fish Co., announces noteworthy expansion of the company's refrigeration facilities at its Port Orford, Ore., plant, where Carl Fisher is superintendent.

Compressor capacity is being increased by the addition of a pair of twin 4 by 4¼ Freon machines. A 12 by 12′ sharp freezer capable of working at minus 40° is being added; and in addition to this quick freezer there are two new storage rooms. One is 29′ square and 10′ high, designed to store foods below 0. The other, 10 by 29′, is for 32° storage of unfrozen fish and crabs.

Mr. Kaakinen expects that the plant will package some salmon and halibut in 1953.

In line with the general expansion, he has engaged Emil Mehline, a veteran of 27 years experience in the Alaskan fisheries, as plant engineer and assistant superintendent.

Westfalls Take West Coast Branch at Fort Bragg

Bill Westfall, formerly operator of the Noyo Marine Shop, Noyo Harbor, Fort Bragg, Calif., has been joined by his brother Lorne Westfall, and they have taken over the West Coast Engine & Equipment Co. business and facilities at Fort Bragg.

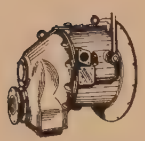
The firm is now known as West Coast Engine & Machine Works. The brothers are continuing to operate their marine railroad and machine shop, and at the same time they sell and service General Motors diesel engines, Chrysler marine engines, Bendix depth sounders, Kohler light plants, and a number of other lines. A complete line of parts for both industrial and marine engines is stocked.

DEPENDABLE

MARINE GEARS

preferred by fleet and boat owners for economy in operation.

Hydraulic


Manual

Air-operated

Designed specifically for marine engines, S-N gears have these superior features: an exclusive **cone design clutch** with non-metallic lining which creates less heat and gives longer life. It is a type of **wet clutch** which assures proper lubrication of all bearings and working parts; a **balanced reverse gear train** that transmits 100% of the engine's speed and power smoothly; **herringbone reduction gearing** that has more than ample capacity, is rigidly supported on both ends by husky bearings.

ON THE FINEST MARINE ENGINES 4 TO 1000 H.P.

SNOW-NABSTEDT

Transmission Engineers

FOR NEARLY HALF A CENTURY

THE SNOW-NABSTEDT GEAR CORP., HAMDEN, CONN.

38" TO 48" DIAMETERS

MICHIGAN STAR

MOST SENSATIONAL PROPELLER DEVELOPMENT IN YEARS

for RELIEF FROM VIBRATION

for MORE POWER, SPEE AND LOWER FUEL BILL

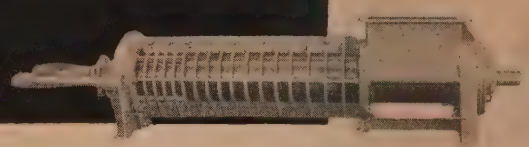
Developed over a period of nearly two yea for those 60' to 85' craft with intense vibration and su standard performance that even the finest 3-blad propeller can't cure. Numerous tests show the STAR 3% 9% better in: Speed, running light; Speed, running unde tow; Fuel consumption; and Vibration practically eliminate If you want smoother, far better performance than yo ever thought your craft capable of, see your Michigan dealer, at once.

Conversion to the STAR requires no compensating adjustment of RPM, diameter, or pitch. Sensationally priced at slightly more than 3-blade wheel.

MICHIGAN WHEEL COMPANY, Grand Rapids 3, Mich.

ENTERPRISE PRESS-SCREW DESIGN

ASSURES MAXIMUM EXTRACTION FOR LOW-COST OPERATION



THE ENTERPRISE CONTINUOUS SCREW-PRESS provides exceptional efficiency in de-watering, oil extracting, and extracting free oil from foots. This specially designed press-screw gives maximum volume reduction at low pressure. The entire mechanism is easily accessible for cleaning and servicing. Minimum maintenance and attention are required of the press operator. *Write for complete information.*

ENTERPRISE ENGINE & MACHINERY CO.
A Subsidiary of General Metals Corporation
18th & Florida Sts., San Francisco 10, Calif.

Built in 7 models for capacities ranging from 1 to 18 tons per hour.

Enterprise Process Machinery

FOOD FISH MARKETING
Section of PACIFIC FISHERMAN--

News and Views of National Trade in Fish and Shellfish

January 1953

Spring Sales Stimulation To Spark Salmon Trading

Salmon sellers in the final weeks of 1952 divided their attention between two problems:

1. Spot salmon selling;
2. How to stimulate spring salmon sales.

Seasonally, business was not brisk; but as good as could be expected, and generally with a healthy color.

Spring sales stimulus occupied a good deal of the attention and thinking of the business during the early winter.

At the December presstime of this issue of *Pacific Fisherman* the temporary committee headed by Vance Sutter to study and advance an industry advertising and sales promotion program had made a lot of progress, and expected by the first of the year to be in position to activate the project.

This program represents a minimum undertaking in the expenditure contemplated for the initial season, and will be limited to advertising in cooperation with other interested agencies, publicity in support of salmon sales, and a broad plan of market stimulation through consumer interest and education.

Following along similar lines, and planned in connection with the campaign, is a Canned Salmon Week, approved by the Association of Pacific Fisheries at its San Francisco convention, when E. B. McGovern, of McGovern & McGovern suggested that the industry re-activate Canned Salmon Week, which for many years had served as an early-Lent sales stimulator. After interested discussion, the McGovern motion was unanimously passed that "the Industry should undertake a Canned Salmon Week, starting early in Lent, under the general sponsorship of the Association of Pacific Fisheries with the sales organization of its members and any publicity or advertising agency to be employed by the Industry to carry on the detailed work."

To presstime for this issue definite dates for Canned Salmon Week had not been selected, as careful scrutiny of the marketing calendar was being made in order to select dates which would at once be suitable but not in conflict with some other promotional program of similar character.

Marketwise, salmon selling in the closing weeks of the year was accented by quiet crystallizing of Pink sales at $20. Some goods were still to be had below this price level, but in shrinking quantity.

Imported Pinks from British Columbia apparently were commanding parity with American goods. It is known, for example, that Canadian Pinks bearing one of the best-known American brands were sold in Los Angeles late this fall for $20.85, delivered there.

With fall Chum packing over and the production substantially less than had been anticipated early in the autumn, prime summer Chums at $16 looked mighty attractive. *"Never under-estimate the power" of a $4 spread between Pinks and Chums.*

Cohoes, which have been somewhat draggy as result of Uncle Sam's decision not to have some salmon, took on a measure of firmness from the steadier situation in Pinks.

Red halves are short—the pendulum having swung too far the other way from the plethora (good word for a "glut") of these goods in the 1951 pack.

Pudget Sound Sockeyes are scarce in first hands as result of the purchase of selected stock to fill the demand for featured labels.

Japanese "Check Prices" On Tuna Exports Quoted

Current "check prices", f.o.b. Japan figures below which the Japanese government does not permit export of tuna to the United States, were announced recently as follows:

Frozen—Albacore, $300; Yellowfin, fillets or whole, $240; Skipjack, whole, $180.

Canned in oil, all Fancy A, per case of 48 cans, 7-oz. net weight—Albacore, $8.80; Yellowfin, $7.90; Skipjack, $7.90.

Canned in brine, same basis—Albacore, $8.50; Yellowfin and Skipjack, $7.60.

Grade B Albacore also is quoted at: in oil, $8.10; in brine, $8.

Libby Salmon Sales Handled from Seattle

Libby, McNeill & Libby canned salmon sales are now handled from Seattle, it was announced in December by Guy V. Graham, vice-president of the company in charge of its salmon department.

A. L. Lammert, who was in charge of salmon sales in Libby's Chicago headquarters, has moved to Seattle and continues in a similar capacity.

In short, the shift concentrates salmon sales as well as operations in Seattle under Mr. Graham's general supervision.

Mann Marks 50 Years Selling Canned Salmon

In a letter accompanying copy of his advertisement for *Pacific Fisherman's 50th Yearbook,* William A. Mann, head of William Mann & Sons, Boston brokers, remarks that 1903 also marks his 50th anniversary in salmon selling in New England, where his firm is one of the largest salmon distributors.

He writes: *"Pacific Fisherman* over the years has rendered great assistance to the fish canning industry; and through seasonal information to the brokers, wholesale and chain store buyers".

"Ocean Rose" Lobsters Featured by Nigro

Victor Nigro & Sons, San Diego will again this season distribute the "Ocean Rose" brand of packaged, frozen lobsters. The lobsters are packed six to a carton in three sizes, small, medium and large. In the Los Angeles metropolitan district, Kourlouris and Casaretto are distributors; in the Bay district, Washington Oyster Co., San Francisco.

Algyer Opens Brokerage Business in Seattle

Erwyn H. Algyer, who has been associated with the fish broker business in Seattle for a number of years, this winter opened his own office in the American Bldg., Seattle, under the business name of E. H. Algyer Co.

The firm operates as a primary market canned fish broker, distributing canned salmon and other Pacific canned fish products throughout the United States.

The BUYERS' CORNER

Pacific Oyster Points

PACIFIC oysters are available to the trade this season in greater volume and wider variety than ever before, it is pointed out by Malcolm B. Edwards, of South Bend, Wash., president of the Pacific Coast Oyster Growers Association, which sponsors an active product-promotion and market-development campaign.

While Pacific oysters find their principal market on the Pacific Slope, they are sold quite generally as far east as Chicago—and in a specialty way in Detroit and certain Ohio markets. In these latter points a specialized trade calls for very large sizes, which Pacific oyster producers are able to meet by size selection from their normal run. It is interesting also that these out-size oysters are generally packed in consumer size sealed tin cans — a common enough practice in the East, but not widely employed on the Pacific Coast for a number of years.

While the great majority of Pacific oysters are marketed fresh or canned, growing diversity has been manifest throughout the Pacific industry, with the result that frozen Pacific oysters are available either plain or breaded; while frozen fried oysters are also being marketed in a limited way.

Oyster stew is available in canned and frozen form, and a number of packers produce fancy smoked oysters for the specialty trade. This latter product has achieved rather astonishing distribution on the Atlantic seaboard, notably in Boston.

What is the "Pacific" oyster? and how does it differ from the "native" Pacific or "Olympia" oyster? from the "Eastern" oyster?

The "Pacific Oyster" of the trade is an oyster grown on certified, cultivated beds of the Pacific states, British Columbia and Alaska from seed largely imported annually from Japan, although such importations are supplemented by natural spawning. The Pacific oyster, known scientifically as *Ostrea gigas,* differs from the Atlantic or "Eastern" oyster in a number of characteristics. For example:

The mantle of the oyster is somewhat darker in the Pacific species; the shell is much rougher and deeper, resulting in a plumper, deeper, fatter oyster; the flavor is more definite.

The Pacific "native" oyster, usual known as "Olympia", but occasional by other local names, is a tiny litt fellow. This oyster was the only i digenous species in Pacific wate It is a specialized delicacy, averagi about 1,600 tiny oysters to the ga although rarely the count will be low as 1,000 to the gallon. Comme cial culture of this oyster is no limited largely to the Olympia distri of Puget Sound, from which it tak its trade name. Scientifically, th oyster is *Ostrea lurida.*

Nowhere is the distinctive cha acter of the "Pacific" oyster mo manifest than in the canned form. F some reason, this species lends itse particularly well to canning, for t cooking process does not seem shrink and toughen the oyster. a matter of fact, Pacific oyster ca ners in their effort to pack a produ which is almost indistinguishab from fresh oysters in such use fried oysters, stew, or scalloped, oft open the oysters by hand, without pr liminary steaming. This contras with the usual practice of openi the oysters by means of steam. Fres opened oysters for canning are fi graded for size and quantity, th blanched momentarily in hot wat before being filled in the cans.

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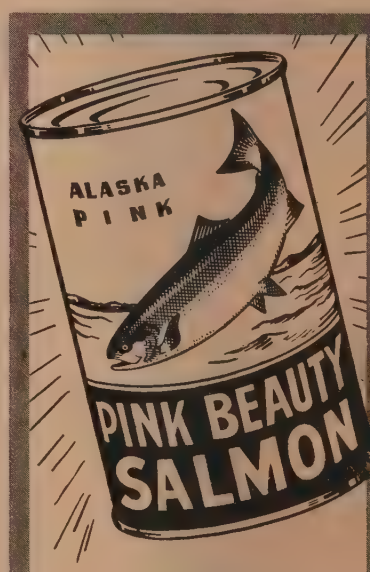

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Substantial Tuna Carryover Leaves Packers Unconcerned

California tuna packers in 1952 packed in excess of 8,000,000 cases, and closed the year with a carryover probably larger than the previous year, possibly better than 2,000,000 cases. This due to a rather large December pack, estimated at around 800,000 cases.

Packers were not worried about the carryover. Canned tuna was moving briskly for the time of year; moreover, now that the American Tunaboat Association is a cooperative and will not permit its large membership of tuna clippers to sail in the new year unless a satisfactory price and other operating conditions are agreed upon with canners, deliveries could be very scarce during the first quarter of 1953.

Anticipating this could be a possibility, Southern California packers removed all sailing restrictions in late November, which should result in better deliveries than otherwise would be anticipated. Not all canners were affected by the ATA becoming an co-operative.

Westgate-Sun Harbor Company had few clippers in the organization; West Coast Packing Corporation had none. Other independent packers were not too concerned. French Sardine Company and Van Camp Sea Food Company had the bulk of vessels in the ATA.

Prices were steady as the year ended. White Meat, fancy, advertised, was quoted f.o.b. west coast at $16.00; Light Meat, fancy, at $14.75; chunks, $13.00-$13.50. Private label quotations: White Meat, fancy, $14.00-$14.50; Light Meat, fancy, $13.00-$13.50; chunks, $11.50-$12.00.

Norfish Sells Shrimpburgers

Norfish Sales Co., Oakland, has been appointed northern California distributors for Shrimpburgers by the Shrimp Corporation of America, New York, according to Neil Taylor, partner in Norfish.

Shrimpburgers are ground shrimp meat, made into patties, and then frozen. They are packed four dozen patties to a carton.

Southern California Canned Fish Markets

Quoted F.O.B. Pacific Terminals at press-time.

TUNA—	
Advertised Brands:	
White Meat, Fancy	$16.00 -
White Meat, Chunks	$13.50 -
Light Meat, Fancy	$14.75 -
Light Meat, Chunks	$13.00-$13.50
Light Meat, Grated	$10.00 -
Private Label:	
White Meat, Fancy	$14.00-$15.00
Light Meat, Fancy	$13.00-$13.50
Light Meat, Chunks	$11.50-$12.00
Light, Grated	$ 9.00 -
D & L	$ 7.50 -
MACKEREL—	
Pacific, Talls 48s	$ 8.00 -
Jack, talls 48s	$ 7.25 -
SARDINES—	
Ovals, t/s, 48s	$ 9.25 -
Talls, nat. 48s	$ 7.25 -
ANCHOVIES—	
Ovals, t/s (5 oz.) 100s	$ 7.75-$ 8.00
SQUID—	
Talls, 48s, in brine	$ 5.00 -

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OCEAN GLEN
PINK SALMON
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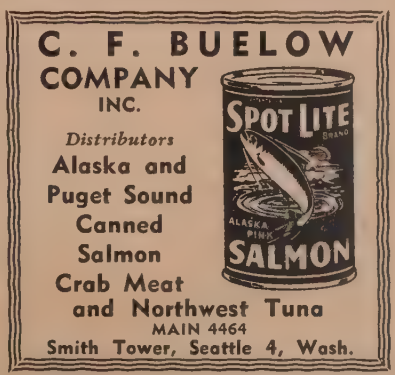

Sardine-Type Anchovies Hurt By Rule Against Luxury Product

An abrupt halt came last month to the progress of northern California's anchovy pack, when all but one cannery in oMnterey and San Francisco closed down after anchovy shipments destined for shipment to the Philippines had been seized on San Francisco docks as "mis-labelled" as sardines.

About 15,000 cases were said to be held by the U.S. Food & Drug Administration under the authority of the International Trade Commission.

Canners and exporters working through the national organizations and the Philippine embassy in Washington, D.C., were reported pleading a hardship case, trying to get the Filipino Import Control Commission to waive the rule which forbids the importation of "anchovies".

Practically ever since the anchovy run started last June the anchovies have been labelled "sardines" and shipped to the Philippines. One of the explanations for this is that the Philippine government will not allow import licenses for fancy anchovies, such as fillets or anchovy paste. Exporters point out that the anchovies which have been going abroad as "sardines" are an inexpensive sardine-type pack.

The section of the Food & Drug Act under which the "hold" order was executed pertains to labelling exports to country of destination.

The section reads:

"A food intended for export shall not be deemed to be adulterated or misbranded under the act if it—

"1. Accords to specifications of the foreign purchaser.

"2. Is not in conflict with the laws of the country to which it is intended for export.

"3. Is labelled on the outside of the shipping package to show that it is intended for export.

"But if such article is sold or offered for sale in domestic commerce, this sub-section shall not exempt it from any of the provisions of this act".

However, no canners have shipped anchovies labelled "sardines" within this country. The fishing industry is maintaining that they are not mislabelling anchovies.

Up to November 18 the pack of anchovies at Monterey has been about 422,150 cases, with several thousand more packed at Moss Landing and San Francisco. Since July the tonnage of anchovies landed at Monterey had been 16,886. The catch was wor some $708,402 to fishermen, and t payroll to cannery workers amount to about $1,500,000 in the Monter area.

McGovern Names Hudelso As Los Angeles Outlet

E. B. McGovern, head of the fir of McGovern & McGovern, Seatt canned salmon brokers, in Decemb announced the appointment of Hud son Sales Corporation, 1020 Sou Boyle Ave., Los Angeles, as the M Govern & McGovern sales outlet the Los Angeles territory. The Hud son firm was established in 1922 a is well and favorably known to t trade throughout Southern Californ

Established in 1917, McGovern McGovern since has been continuous engaged in national distribution of sizes and grades of Alaska, Pug Sound and Columbia River cann salmon, as well as Northwest cann tuna, clams and crabs.

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Breading Machine Solves Labor Cost Problems

Pacific packers of frozen fillets, oysters, shrimp, and other seafoods, who have found the labor cost a serious deterrent to the packing and marketing of ready-breaded products will find much of interest in a breading machine developed by George Harrison, president of the Tilghman Packing Co., Tilghman, Maryland.

This packing plant, which is one of the best known and most diversified on the Atlantic Coast, formerly breaded seafoods by hand—with all the common costs and problems attendant upon such an operation. Mr. Harrison reports that the machine has eliminated practically all hand labor in the breading operation, and has also produced savings in material.

The machine consists essentially of two pairs of identical white rubber belts. Of each pair, one belt carries the breading material and distributes it over the seafood carried in opposite direction on the other belt. Between the two pairs of belts, the seafood is carried in a trough, where it is battered before again going into the belts for a second, and final, dusting.

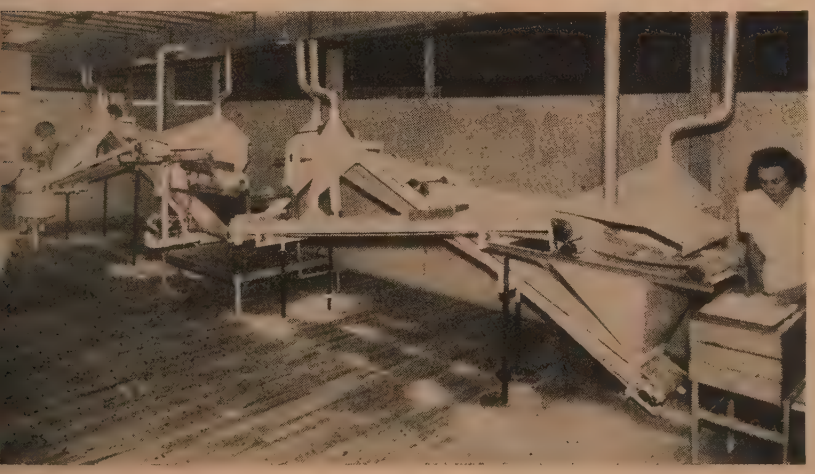
Thus the process in brief is this: pre - dusting; batter - dipping; final breading.

The unused breading material is screened, reconditioned, and returned to the circuit.

Two operators are all the personnel required to feed and operate the machine, a saving of approximately 20 people. The machine is approximately 30' long and 4' wide. Power requirement is small, consisting of two ⅓-hp. motors on the belt drives and one ½-hp. motor on the batter pump.

Mr. Harrison says that, in addition to the savings in labor and materials, the Tilghman machine, which he is making available to operators throughout the country, produces a more uniform article than was secured in their former hand operation.

Display of Paladini fresh frozen fillets in a Lucky Store in San Leandro, Calif. The case is full of assorted packages of frozen 1-lb. fillets. The fish net gives a "salty" tang to the display, with dummy packages hanging from the net. The posters of Chef Cardini tie the display with the Paladini television show at 1 to 2 p.m. on Thursdays and Fridays.



Plant view of the Tilghman breading machine, which George T. Harrison, president of this Maryland company, says saves 87% in labor costs alone; to which may be added substantial savings in materials, and decided gains in uniformity and quality of product. Note the two pairs of belts described in the accompanying article.

State Dept. Seeks Clippers Fine Refund

The U.S. State Department finally got around to sending a protest to Ecuador demanding that government return a $5376.20 fine imposed against the tuna clipper *Notre Dame,* seized by an Ecuador gunboat.

At the same time it was learned the department was drafting a formal protest to Ecuador over the attempted interception of the *Martin B* last October. Both moves came in the wake of indignant demands for State Department action by Sen. William F. Knowland (R-Calif.) and other west coast legislators.

Notre Dame, owned by John Cardoza, was seized off Isla La Plata, an Ecuadorean possession. The gunboat captain claimed the clipper was within 2.5 miles and the vessel was charged with illegal passage, in violation, it was charged, of the concept of "innocent passage" in international law.

Marine Products Handles Six Plants' Shrimp

In the November issue it was stated Marine Products Company, U.S. distributors of "Ocean Garden" shrimp of Mexico's Pacific fishery, would rely on the production from only two freezer companies in the Gulf of California. This was in error, as the concern is taking the production from five companies. These are:

Pesquera de Topolobampo, S.A., Productos Marinos de Guaymas, S.A., Armadores del Pacifico, S.A., Mariscos Congelados del Pacifico, S.A., and Productos Congelados de Santa Clara, S.A.

Wilbur-Ellis Company, of which Marine Products Company is the San Diego branch, is receiving the output of six freezer companies: Productos Congelados, S.A., Pesquera Teresita, S.A., Ernesto de Cima; Congeladora del Pacific, S.A., Congeladora Union, S.A., and Productos Marine San Felipe.

A 4-cylinder Universal engine, with 3:1 reduction gear, is now powering the **Hopalong** out of the Fellows & Stewart anchorage, Wilmington. The F&S yard also made the engine installation.

Mexican Shrimp Trade Tends to Run Short

Mexico's Pacific shrimp fishing was falling far behind its U.S. deliveries as 1952 ended. Production for the first four months of the 1952-53 season was hardly 60% of last season to the same period.

Fishing in the northern end of the Gulf of California was poor, as was it in the Guaymas district. Topolobampo was fairly good and trawling condition in the Mazatlan area was reported as fair, also.

Wholesale quotations, f.o.b. Southern California in mid-December were firming after a slight slump. Under-12, under-15 and 16-20 count were offered at 75c per lb. across the board for premium brands, top quality, layer pack.

Pioneer Fisherman Passes

Marino Bagalini, one of San Diego's pioneer commercial fishermen — he was 78 years old—died at San Pedro and was buried there, this fall. His funeral was attended by members of the Southern California's fishing fraternity in large numbers. He was a brother of Tom Bagalini, owner of the small tuna clipper, *Oceana,* and used to operate the *Lily,* among other boats. He was well known in earlier days for his lobster operations.

Lobster Import Rule

The California State Fish and Game Commission recently adopted a regulation for the importation of lobsters from Mexico, requiring that these lobsters must carry a transportation permit issued by the Mexican government to insure that they were transported legally to the border.

Alexander Bruun Dies

Alexander Bruun, 75, a retired bookkeeper for the Nakat Packing Corporation, who had worked for the company 25 years before he retired in 1950, died early in December as a result of a heart attack.

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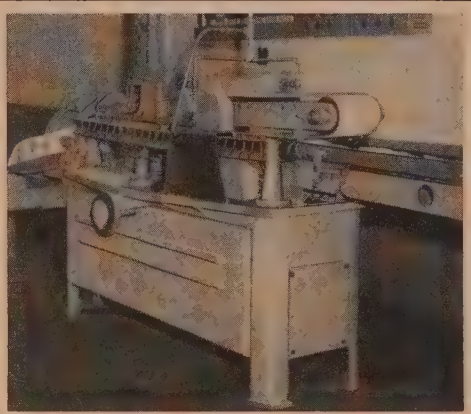

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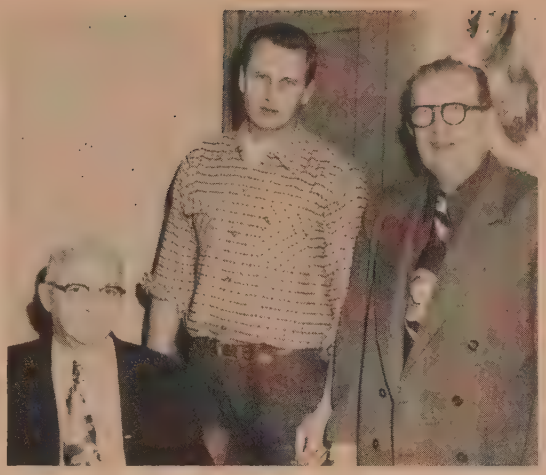
Harvey Buys Beverino Interest in C. F. & O.

James A. Harvey recently purchased the interest of Louis Beverino in the Central Fish & Oyster Co. of Los Angeles. Mr. Harvey is now the he sole owner of the company, which packages "Blue Diamond" frozen shrimp and scallops and is an importer of lobster from Mexico.

C.F.&O. is converting its 12-oz. consumer package of breaded scallops, breaded fantail shrimp and frozen "green" shrimp to 10-oz. packages, cartons by Marathon. In addition to he consumer packages, Mr. Harvey vill continue with the "Blue Diamond" packages of frozen breaded shrimp, breaded scallops, green shrimp and frozen Pismo clam meat.

Mr. Harvey anticipates that he will during the 1952-1953 lobster season bring into Los Angeles from 300,000 to 500,000 pounds of Mexican lobster.



James A. Harvey, left, became sole owner of Central Fish & Oyster Co., Los Angeles, recently when he purchased the interest of Louis Beverino in the firm. Shown with him are his son, David E. Harvey, secretary of the company, in the center; and Sid Cohn, vice-president.

Cans Albacore And Some Salmon

A seasonal check of canning operations at Eureka disclosed that the Tom Lazio Fish Company processed approximately 1,000 cases of salmon and around 1,000 cases of albacore. The company was the only firm on Humboldt Bay doing any canning this year.

The season passed without any mild curing of salmon at Eureka, although considerable salmon was shipped to San Francisco for mild curing by A. Paladini, Inc., Balestrieri Fish Company, and some independent concerns.

High seas at Crescent City in mid-November sank the 30' troller *Eldora*, owned by Hank Harrington. The craft was to be overhauled after being raised from the harbor bottom.

The *Joseph Balestrieri*, formerly out of San Francisco, was registered at Eureka recently with the northern California as its future home port. The vessel was sailed to Eureka by Earl Shipley.

MALCOLM EDWARDS

Newly elected president of the Pacific Oyster Growers Association, which is currently sponsoring an aggressive sales promotion and market development program.

Van Camp Appointed To Research Board

Gilbert C. Van Camp, president of the Van Camp Sea Food Co., has been named to the Marine Research Committee by California Governor Earl Warren. Mr. Van Camp succeeds W. Wade Ambrose, recently resigned president, Westgate-Sun Harbor Company, San Diego.

"Brad" Hall Heads N.W. Fisheries Assn.

William B. "Brad" Hall, Seattle manager for Booth Fisheries Corporation, was elected president of the Northwest Fisheries Association at the organization's second annual meeting, held in Seattle in November. He succeeds Jack Caston of Whiz Fish Products Co.

Harlan W. Gorhan of Oxenberg Bros. was chosen vice president; R. F. Syverson, secretary; and J. G. Blasingame of Washington Fish & Oyster Co., treasurer.

Trustees, elected for a three-year term, are: Beyer A. Bornstein of Bornstein Seafoods, Bellingham; Mark Calvo of Waterfront Fish & Oyster Co., and E. A. Ruthford of San Juan Fishing & Packing Co.

W. B. "Brad" Hall, Seattle manager, Booth Fisheries Corporation, newly elected president of the Northwest Fisheries Association, composed of Pacific Northwest firms engaged primarily in the fresh and frozen fish business.

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Liz-L, Coast Guard's Helper

Liz-L, the smart combination boat owned and operated by Andy Lenon, Trinidad, Calif., has been re-powered with a General Motors Detroit 6-110 diesel engine sold and installed by Aikins & Williams Tractor Co., Eureka, GM Detroit diesel engine dealers in that area.

Liz-L was launched at Trinidad on Sept. 7, 1951, and is 46'6" long, with a beam of 14', and draws 5'6". She was high boat out of Eureka and Trinidad for the crab season of 1951-52.

In June, 1952, the *Liz-L* was the boat that took the crew off Russell Wagner's boat, the *Mar-Bel* when it burned and sank off Gold Bluff. Then about two weeks later, the *Liz-L* picked up the crew from the *United No. 2* off False Cape Rock after she had been broken down for eight days. She then took *United No. 2* in tow until the Coast Guard arrived. On the last day of the crab season, July 31, 1952, the *Miss Too Often* engines failed off Table Bluff, and she was in the surf and in danger of being washed up on the beach when the *Liz-L* went into the surf, passed her a line and towed her to the safety of the bar entrance. During this period *Liz-L* was powered with a GM Detroit 6-71 diesel engine.

Her new GM-610 diesel engine turns a Wirkkala propeller through 2-1 reduction gears.

Poacher's Attack Nets 14 Months in Jail

Thomas Atkinson of Metlakatla, skipper of the seine boat *Miss Alaska* was sentenced to 14 months in a penitentiary in U. S. district court at Ketchikan recently, following his conviction of two felony and one misdemeanor charges.

The charges were the outgrowth of his ramming a pursuing Fish and Wildlife Service patrol boat on the night of July 31, the eve of the opening of the seining season, when he had a load of illegal fish.

The felony charges were assaulting a federal officer and failure to render assistance to a disabled boat. The misdemeanor was operating a boat at night without lights.

Atkinson was sentenced to 14 months in prison on each of the felony counts, the terms to run concurrently, and was fined $100 on the misdemeanor.

Mackerel is Only Cash Fish Crop In South Calif.

November mackerel fishing i Southern California was for the mos part lucrative—and the only revenue producing fishery in the port of Sa Pedro, since the sardine season thu far has been a failure. On Novem ber 7 the fleet delivered 5,000 tons o jack to the canneries—this from 10 boats. Few sardines were found i the catches. On the preceding day however, the fleet produced abou 1,000 tons, mixed fish but mostly jack On November 10 the production o jack was only 897 tons from 23 boats Production for the remainder of th month was low, caused somewhat b stormy weather.

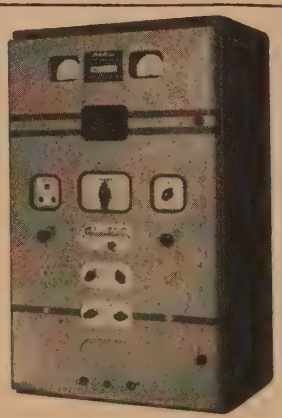
To date in 1952 (Dec. 3) mackere production (jack) is 76,775 tons a compared to Dec. 3, 1951, when th tally was 52,713 tons. Pacifi mackerel production in 1952 thus fa is 8,874 as compared to 11,978 in 195 indicated a considerable decrease i the tonnage of this more-desire species of mackerel.

Peter Zudnich Elected To Bellingham Port Job

Peter Zudnich, owner and operato of commercial fishing vessels, an former president of the Bellingha Junior Chamber of Commerce, wa elected to the Bellingham Port Com mission at the November election. H took office at the January meetin of the commission.

Port of Bellingham operations in clude management of small boa havens at Bellingham and Blain where the port district has $1,250,00 invested in facilities.

Harry Isler, port manager, rate the fishing industry as a $13,000,00 business for the area. Figures includ fish purchases totaling $3,490,000 payrolls totaling $3,726,000; gear an supplies purchases $1,841,000, an nually.



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LINES and LEADERS

Seattle headquarters of Sunde & d'Evers Co., newly-appointed distributors for Kermath marine engines on Puget Sound and in Alaska. This pioneer marine supply firm has been in business in Seattle since 1882, and for 55 years has been in business in this same location on the Colman Dock—officially Pier 52—for 55 years.

ermath Engines Appoint nde & d'Evers Distributors

The biggest news on the Seattle water-ont of recent date is the announcement at after 70 years in the marine business e Sunde & d'Evers Company, pioneer ma-ne supply house, has opened an engine partment, complete in every detail.

Sunde and d'Evers have been appointed ashington and Alaska distributors for ermath Marine Engines. Kermath has ilt marine engines for over 40 years and ings to their new distributor a wide perience in the marine field. Kermath ilds a complete line of gasoline engines nging from 5-hp to 580-hp, in addition the Kermath Diesel engines from 27-hp 250-hp.

The decision of the Sunde & d'Evers ompany to enter the marine field was ased on the desire to be of greater serv-é to the marine trade, according to eorge W. Sunde, general manager of the rm. "We feel that we can offer a more mplete service and better coordination ith our many thousands of customers. ere they can find the complete marine ore fitted to supply every possible re-uirement," Sunde said.

The new department will be set up im-ediately with a full staff to handle all e details of sales and service with the ew line. The company store on Colman ock will be the center of this activity ith added contact with yatchmen, fisher-en and fleet operators at the branch ffice at Fisherman's Dock, Seattle.

Alaskan coverage will be provided by erry Beason, Sunde & d'Evers' year-ound Alaskan representative, who head-uarters in Juneau and travels the terri-ory.

Negotiations with Sunde & d'Evers Com-any were carried on by Harold V. Bright, vice president and general manager of the Kermath Manufacturing Company, and Clyde C. Smith, sales manager of the Kermath organization. Mr. Bright announced from Detroit that he was delighted to welcome the Sunde & d'Evers Company to the growing list of outstanding Kermath marine engine distributors. Final details of the arrangement were handled by Mr. Smith and Mr. Sunde in Seattle.

emonstrating the new cover-emoval feature of the new 15-hp. vinrude Super Fastwin outboard notor, which is expected to prove pecially suited for the rugged ork required of it by commer-ial fishermen, more and more of hom are finding that outboards an fit perfectly into their power nd performance requirements in ommercial fishing. You loosen a ouple of clamps and the side of ne cover swings up; two more, and it comes off entirely.

Vice Admiral T. R. Cooley Joins C. J. Hendry Co.

Vice Admiral T. R. Cooley, who retired from the Navy this year, has accepted the position of assistant to the president of the C. J. Hendry Company. This company is a major distributor of marine, fishing, boating, aircraft and industrial supplies in San Francisco, San Pedro and San Diego.

Admiral Cooley served in both the Atlantic and Pacific during World War II, was commander of the battleship **Washington**, and she was his flagship when he was ordered to duty as Commander Battleship Division Six. This was during the now-famous actions around Tinian, Saipan, Guam, Palau, Luzon, Leyte Gulf, the South China Sea, and on to Iwo Jima, Okinawa, and Japan. He later commanded all battleships and cruisers in the Atlantic, then organized and commanded the Fourth Fleet.

During his career the admiral also served as Director of Officer Personnel of the Navy, Commander of the Naval Base at Newport, Rhode Island, and most recently as Deputy Commander Western Sea Frontier and Deputy Commander Pacific Reserve Fleet.

The best wishes of all of us who know Admiral Cooley go with him on his new position.

Bendix Is Featuring New Depth Indicator for Trollers

Bendix this year features three important electronics products in its full line of famous Bendix Depth Recorders and its Photo Electric Pilot for automatic steering as well as the new Bendix Depth Indicator.

The Bendix Photo Electric Pilot is a simple, inexpensive and absolutely reliable electronic device for automatically steering small vessels of all types. This unit will hold a vessel on any desired heading hour after hour far more accurately than the best-trained helmsman.

The new Bendix Depth Indicator has been developed by the Bendix Pacific Division in North Hollywood, Calif., to meet the demands of Pacific Northwest trollers.

The indicator, which is said to be the lowest priced 100-fathom unit on the market, consists of only two components—the indicator and the transducer—and can be mounted anywhere in the ship. The indicator with its extra large 8¼" dial can be installed on any convenient shelf or pedestal, or the dial can be separated from the control unit and installed on a bulkhead for direct viewing. The separate control unit can be mounted wherever convenient. A repeater dial also is available for remote installation in the trolling cockpit or flying bridge.

While rated at 100 fathoms the unit will accurately measure for greater depths. The control unit including the power supply is housed in a waterproof cast aluminum housing measuring 12"x9"x9¾". The sending and receiving transducer can be installed in the bilge or on the hull. It is molded in neoprene which eliminates electrolysis and is waterproof. Standard indicators are available for 6, 12 or 32 volt systems.

Edw. Burda Sales Manager Of Ideal Windlass Firm

Appointment of Edward Burda as sales manager for Ideal Windlass Co., Inc., has been announced by B. S. Raymond, president and general manager of the firm.

Mr. Burda has been with Ideal Windlass since 1939, serving as chief engineer during that time. Besides being sales manager, he will supervise and direct the new development section of the engineering department.

Ideal Windlass Co., Inc., is now expanding its line to include deck machinery for larger commercial vessels. This firm previously had manufactured windlasses primarily for the fishing and small commercial trade.

22 Marine Motors in Chris Craft Engine Line

Twenty-two marine engines including nine different horsepower ratings and thirteen reduction drives are offered by Chris-Craft for 1953. Opposite rotation available with most models. The new engines are designed solely for marine use, and include heavy-duty machines particularly adapted to the needs of fishermen for powerful, slugging service.

With an eye to the widely diversified requirements for marine power, Chris-

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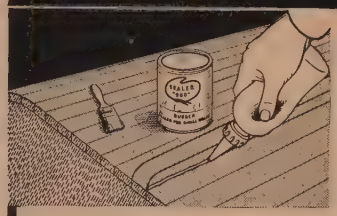

SEALER "900"

Simply flow rubber Sealer "900" into seams, cracks or joints up to ⅛-inch and you have a watertight seal! Proven by thousands of boat owners on all types of craft. Handy plastic applicator does the job quick, clean and easy. Also heavy-duty sealers "700" and "800" for openings up to ⅜-inch. Ideal for deck seams and as a bedding compound.

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Rubber base grit for inside bottoms of small boats. Also for decks, catwalks, companionways, ramps, ladders, etc. on larger craft. Applied with brush or trowel.

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ıft's engine line encompasses small com-
:t engines for use as auxiliary power
in light fishermen, as well as rugged,
ıvy-duty engines for long service in big
ınmercial craft and fishing boats.

rtional Supply Co. Distributes itish-Built Lister Diesel

'he National Supply Co. has announced
:t it is now sole distributor within the
ıtinental United States for Lister Diesel
gines, manufactured by R. A. Lister &
., Ltd., Dursley, Gloucestership, Eng-
d.

ırrangements to this effect were made
lowing a recent visit to the United
ıtes by Sir Percy Lister, chairman of
A. Lister & Co., Ltd., and a subsequent
it to England by F. Howard Kilberry,
ıeral manager of National Supply's En-
ıe Division, Springfield, Ohio.

Vational Supply will promote the sale
Lister Engines in addition to its own
perior and Atlas Engines, replacing
ster-Blackstone, Inc., New York City,
United States distributor. Lister-Black-
ne will continue to handle Lister Engine
es in Canada.

A close working association between the
glish and American companies, in re-
rd to research, production and distribu-
n, is provided for in the agreement.

Most of the Lister Engine dealers in
e United States will be retained. In
dition, Lister Engines will be marketed
sales offices of National Supply's En-
ıe Division.

Particular emphasis will be put on the
le of a new line of Lister diesel engines
own as the "Freedom Range," or FR,
st announced in England in May, 1952.
ıis FR line is made in 1, 2, 3, 4 and 6
linders, in a range from 8 to 54 horse-
wer.

The engines, upon arrival in the United
ates, will be equipped with American
cessories, such as starters, generators,
diators, clutches and marine gears. This
expected to minimize the service and
placement part problem. Parts for the
gines will be stocked by Lister dealers
d National Supply Engine Division
anches.

Lister Diesel Engines were first sold in
e United States in 1908. Many of the
rly models are still in operation.

The Lister plant in England is an out-
owth of the village smithy of Robert
hton Lister, who in 1867 made crushers,

**ster FR 1 diesel engine has
ngle cylinder, and developes 8-
p. at 1500 rpm. It is the smallest
the new "Freedom Range" of
nglish-made Lister Engines, be-
g distributed in the continental
nited States by The National
Supply Co.**

The new Chrysler marine and industrial engine plant at Trenton, Mich., where all manufacturing of these Specialized Chrysler engines is now centered.

chaff-cutters and farm implements.

A very substantial amount of money has been invested in reorganizing and equipping the factory in preparation for making the new FR engines. Completely re-tooled, the machine shops are reported capable of turning out 1,000 engines per week.

Plans for the FR line were started prior to World War II. Although the war caused a delay in the development work, prototypes were built and tested, resulting in many improvements in the engines now in production.

Universal Motor Line Broadened for 1953

For 1953 Universal Motor Co. is offering a broadened line of marine engines in a range that covers from 8 to 145 hp., designed to meet the needs of today's fast growing fleet of fishing boats.

The latest addition to the line is the Unimite Four, a small, compact four cylinder engine, rated 65 hp. at 3400 rpm. This new engine is offered in direct and reduction drive models, with 2 to 1 and 3 to 1 reduction ratios optional. More powerful than other engines in its class, the direct drive Unimite Four measures just under 32 inches long and weighs only 450 pounds.

A pioneer in the production of self-contained electric generating equipment, Universal produces a complete line of light and power plants designed especially for marine service. All are water cooled, with gasoline engine driven models ranging from 300 watts to 25 kw., and diesel models from 2 kw. to 36 kw. The small one cylinder, 6, 12 and 32 volt Universal models are much in demand for today's small cruisers, work and fishing boats. These plants are designed for permanent installation on board and can be installed in a very small space. They are radio shielded and equipped with rubber mountings, marine type water pump, and electric starting. A feature of these small plants is their quiet operation.

Industrial Outboard Use Carries Rich Potential

W. J. Webb, manager of Evinrude Motors, a division of Outboard, Marine and Manufacturing Company, indicates that his firm's sales potential will exceed motor production for the 1953 fiscal year.

The Evinrude manager expressed confidence that 1953 would be a good year for the marine industry. He said:

"After talking to members of the marine industry, outboard representatives in particular, I am confident that 1953 will be a good year.

"One of the most satisfying trends in the outboard field has become manifest in the last two or three years. This is the use of outboard power for commercial use in fishing, lumbering and oil industries. This industrial use has greatly accelerated.

"I believe that engineering advances, such as the gearshift and separate fuel tank, have made it possible to compete with the light inboard power that once was used almost exclusively in these fields."

New Chrysler Marine Engine Plant Facilitates Quality Control

Chrysler marine engines now are products of the huge new Chrysler Marine and Industrial Engine plant at Trenton, Mich.

Increased demand for Chrysler Marine products paved the way for expanded manufacturing facilities and the move to the new plant was made with little loss of production time.

Chrysler Marine officials point out that the new plant with its million square feet of manufacturing space allows the marine division of Chrysler not only to enlarge manufacturing facilities but to greatly expand research, testing and developmental work, all designed to benefit boat owners and manufacturers.

Chrysler Marine Division is offering the same basic engine lines this year. However, improved manufacturing facilities in the new plant have resulted in better quality control and an even superior line of marine engines as has been possible in the past.

The Chrysler Marine Engine Division's slogan that its engines are "Built to Live in the Water" is borne out by the fact that all of its engines are built exclusively for marine use. The entire Marine Division at the Trenton plant is given over to the development, improvement and manufacture of Marine engines exclusively.

One of the greatest advantages Chrysler has in the Marine engine field is that its far-flung dealer organization is established and equipped to handle user requests quickly and efficiently. The Chrysler organization provides the greatest service and parts network available in the gasoline powered marine engine field.

Rietz Machinery Manufacturing Firm Opens New Plant

Rietz Manufacturing Co., manufacturers of food and chemical processing equipment, recently opened its new plant at Santa Rosa, Calif.

Carl A. Rietz, an internationally-known authority on foods and food processing, and one-time private secretary to Thomas A. Edison, developed the Rietz Disintegrator, Prebreaker and Thermascrew, the primary products of the firm, all used in the processing of fish.

The Disintegrator is a particle size-reduction machine used for crushing, grinding, pulverizing, pulping, shredding, triturating, or defiberizing. The Thermascrew is a screw-type conveyor with hollow shaft and screw, and a jacketed trough. Heating or cooling medium is circulated through the hollow portions while the material passes through the thermascrew, contacting both jacket and screw. As a batch heat exchanger, it functions as a jacketed kettle or ribbon mixer with a hollow single or twin screw rotor.

The Rietz Prebreaker is a unique unit for crushing, breaking and shredding green bone, frozen meat, wood, raw fish and meat, cork and other such rigid materials.

These three products are said to have accounted for the company's growth within the past ten years from a local

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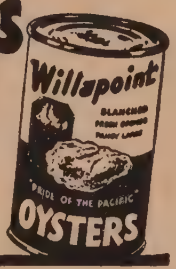

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eration to one with international distribution.

The new Rietz plant and offices, which rl Rietz refers to as "an industrial cams." are located on a 50-acre plot, surnded by huge trees, approximately four les from the city proper.

ew Features Offered Lathrop Engine Line

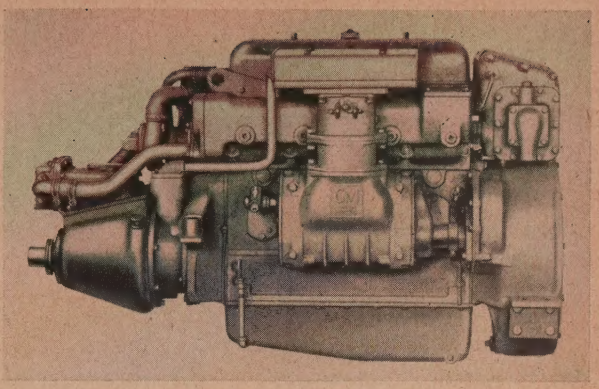
The Lathrop engine line now offers oice of either manual or hydraulic conl of reverse gears on the six-cylinder I-models, including four engines at 64, 120 and 132 hp. All of these models e available with reduction gears as well V belt drive for auxiliary equipment, tra-large generator, bilge pump, twinc power take-off and 6 or 12 volt nition.

The LH-Deluxe and the LH-Super models clude as standard equipment an attrace instrument panel with tachometer, oil er, oil cooler and fuel pump.

Another leader in the Lathrop line is e D-100 diesel. This is one of six different diesel models ranging in power m 50 to 187 hp. One of the many fea-es of the engine is a rubber impeller ter pump. This is particularly valuable en salt water cools the engine or a keel ler is used. Another feature designed help keep this engine trouble-free is a ect fuel injection system. This system possible because of the rugged conuction of the D-100 diesel. It eliminates need for a sometimes troublesome arm up" chamber which is usually cessary to start an engine of this size.

hite Navy Unit Joins urEcho" Depth Sounder

A special depth sounder has just been signed, developed, and produced for the S. Navy by Wilfrid O. White & Sons, ., makers of the SurEcho 60-fathom personic depth sounder.



General Motors new Series "51" Marine Diesel engine designed for fishing boats 26' and up. It develops 87 hp. at 3000 rpm and achieves new compactness for a heavy-duty diesel.

G. M. Introduces New Diesels With Special Features

Two marine diesel propulsion engines and an auxiliary generator set, all outstanding in compactness and low weight, are introduced this January by the Detroit Diesel Engine Division of General Motors.

Sharing the spotlight are a new 138 horsepower "inclined" marine diesel, a new 87-hp marine diesel and a diesel-driven generator set of unique design that requires no attention or maintenance other than normal servicing of the engine.

The new 87-hp marine diesel (model 4-51) was designed for use in craft of 26' and up. This engine represents a new degree of compactness in diesel engine design and makes GM two-cycle diesel power available to an entirely new group of boat owners.

The engine's compactness is reflected in the following dimensions: It has an overall length with direct drive and reverse gear of 49¼ inches; overall height is 31 inches; height measured from the centerline of the output shaft is 21¼ inches. It has a width of 26¾ inches with 22½-inch bolt centers. Weight of the basic engine is 1200 pounds. With direct drive and reverse gear it weighs approximately 1400 pounds.

Several features of design contribute to the engine's extreme simplicity. It is a loop-scavenged engine. Exhaust valves and valve operating mechanisms are eliminated through the use of exhaust ports and intake ports in the cylinder liners. A Roots type blower provides efficient scavenging of the cylinders at all speeds.

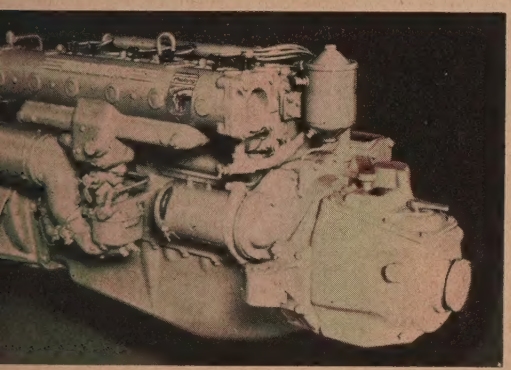
Evans Engine & Equipment Company, Seattle; Gunderson Bros. Equipment Corp., Portland; West Coast Engine and Equipment Company, Berkeley; and Crofton Diesel Engine Company, San Diego, are the Coast marine distributors for the Detroit Diesel Division.

Two New Nordbergs Designed To Meet Fishermen's Needs

The 130-hp. Nordberg "Mustang," a new power-packed six cylinder gasoline marine engine highlights Nordberg Manufacturing company's 1953 products announcement.

The "Mustang" is being shown for the first time to fishermen. It was developed in response to demand for a 130-hp. Nordberg engine in the craft field. Like her five other sister models, the "Mustang" is a four-cycle six-cylinder engine. It has a 4 in. bore and 4¼ in. stroke with a 320 cu. in. piston displacement and develops its rated horsepower at 3000 rpm. The 145 hp. Nordberg "Knight" develops its rated horsepower at 3200 rpm, the "Arrow" and "Bluefin," 95 hp at 3200 rpm, the "Bullet," 110 hp at 3400 rpm and the "Marlin," 110 hp at 2500 rpm.

The 900-hp Nordberg four cycle "Supairthermal" engine is one of the largest diesel units featured for fishermen. It has six cylinders of 9" bore and 11½" stroke and develops its rated horsepower at 1000 rpm. With its "Supairthermal" system of operation, the Nordberg engine is said to develop one-third more horsepower than a conventionally turbocharged engine of the same size.



The new Nordberg "Mustang" a 130-hp. engine, is expected to prove of particular interest to salmon trollers and fishermen operating boats of that class. It is a brand new member of Nordberg's famous line.

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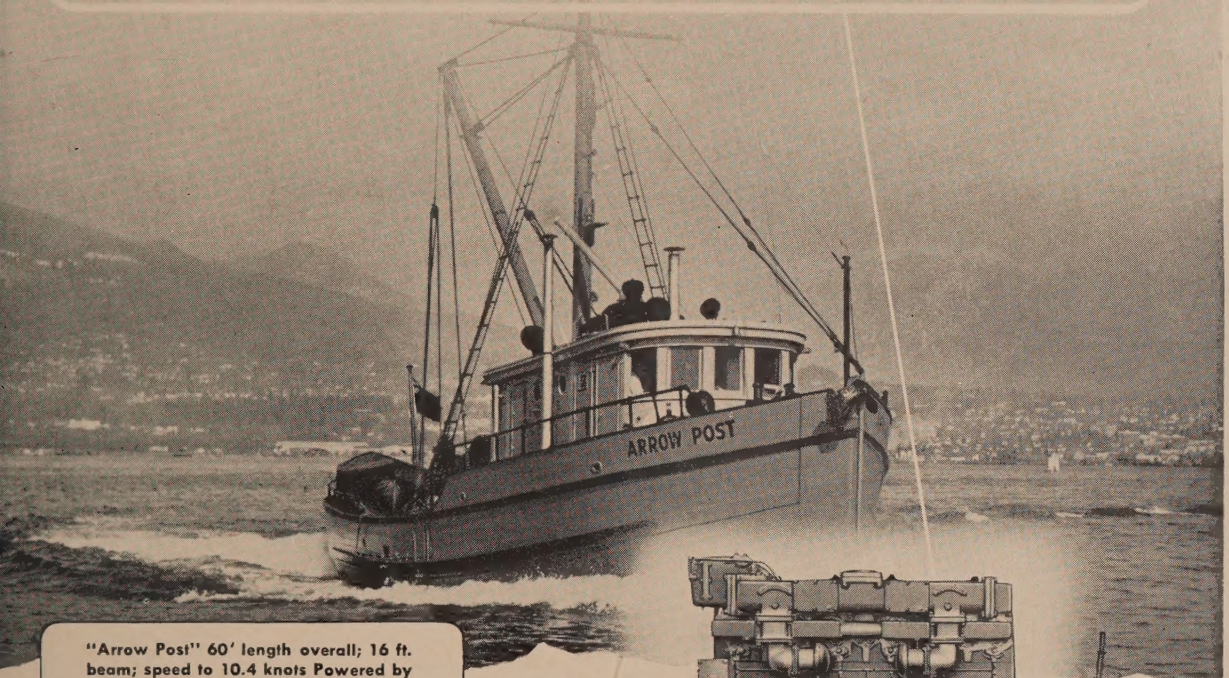

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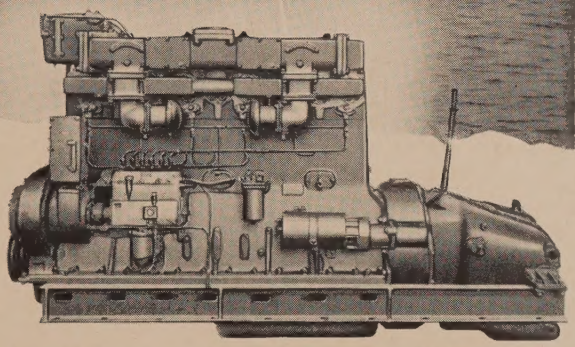

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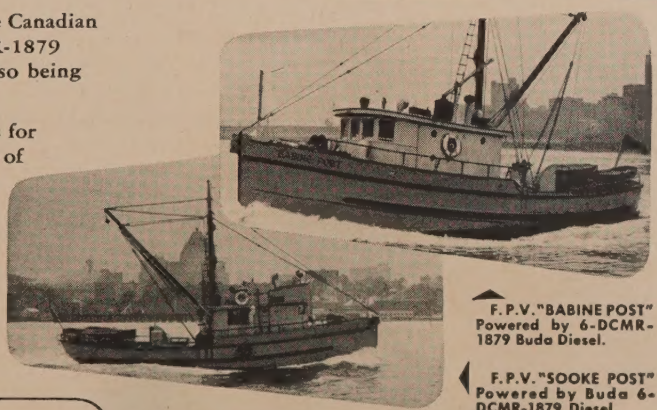

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